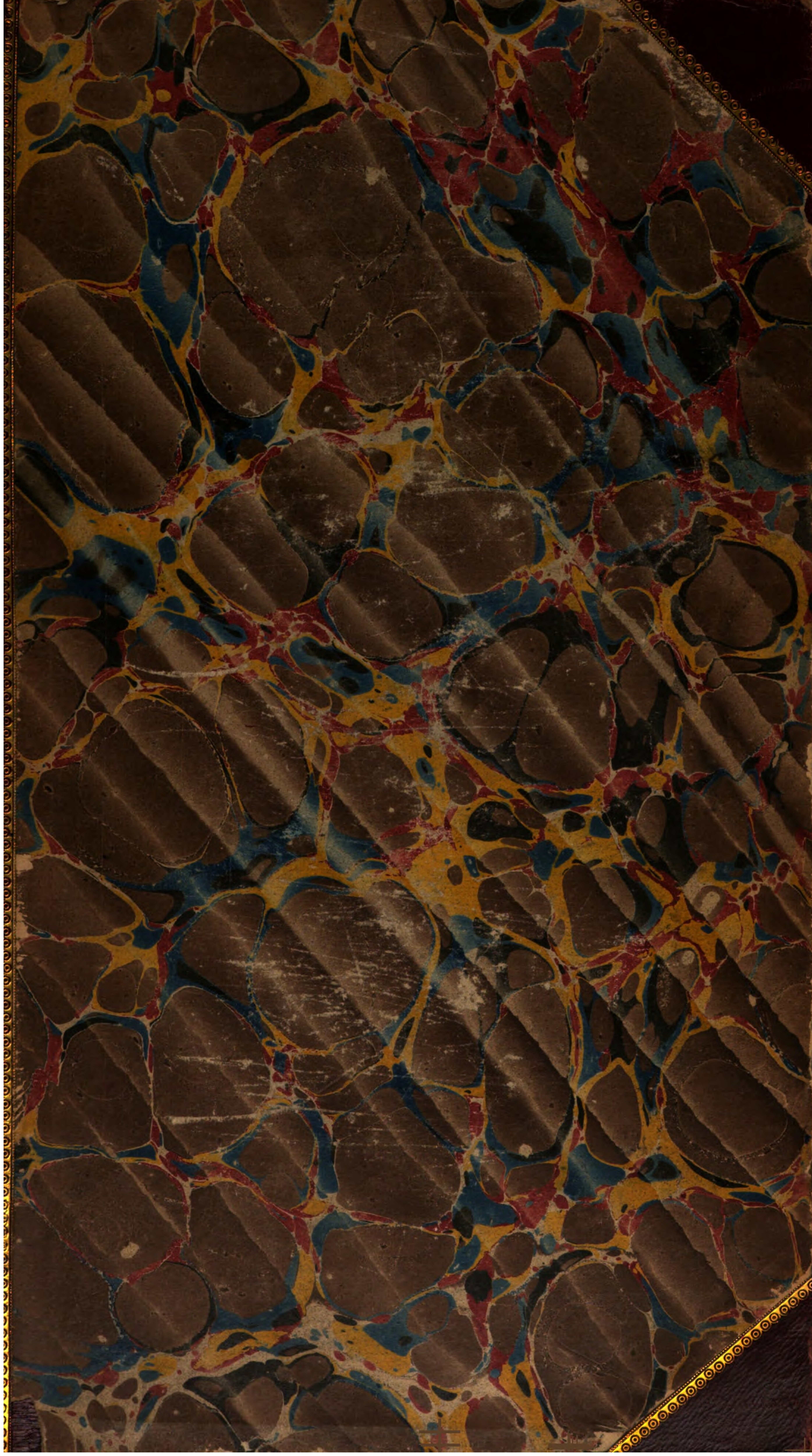
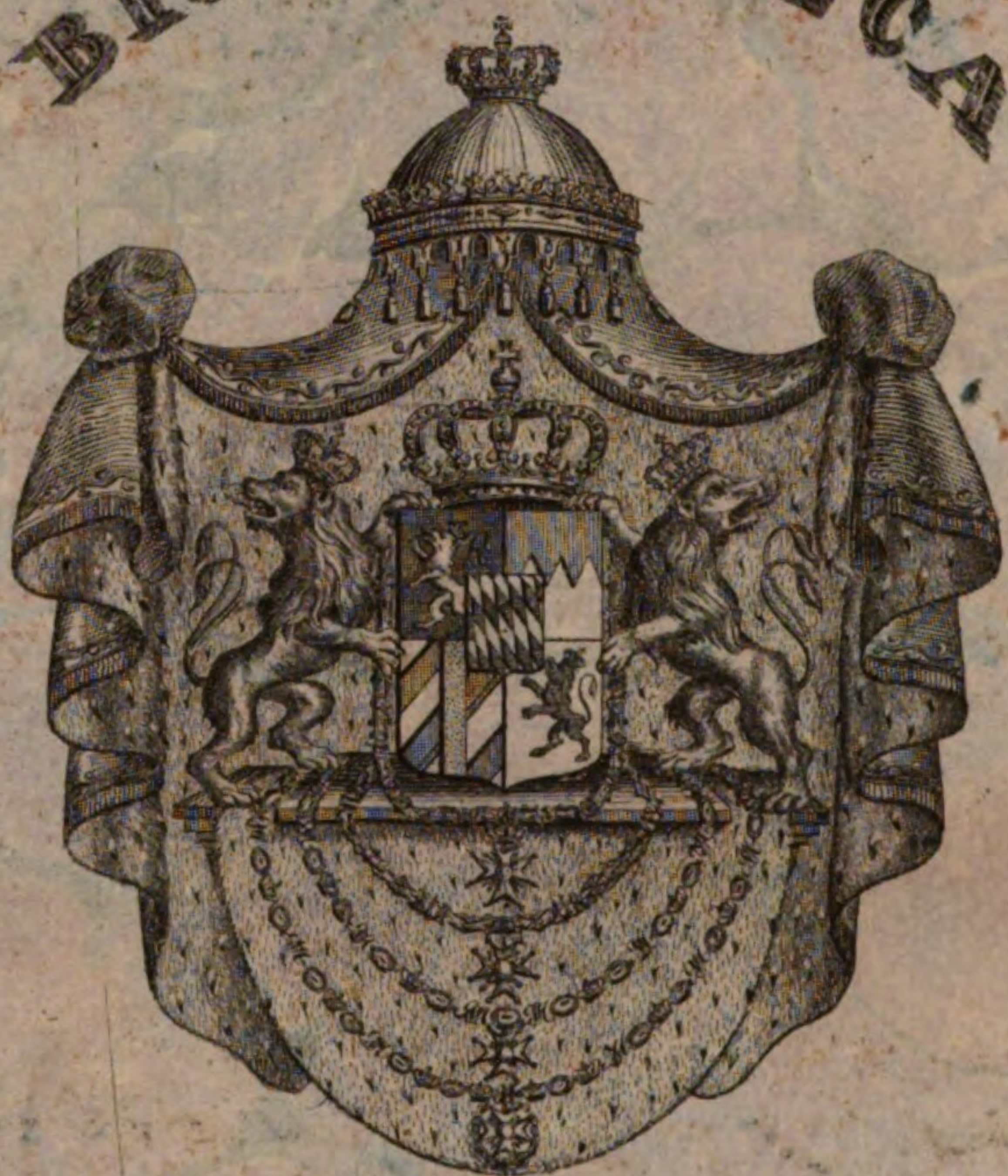
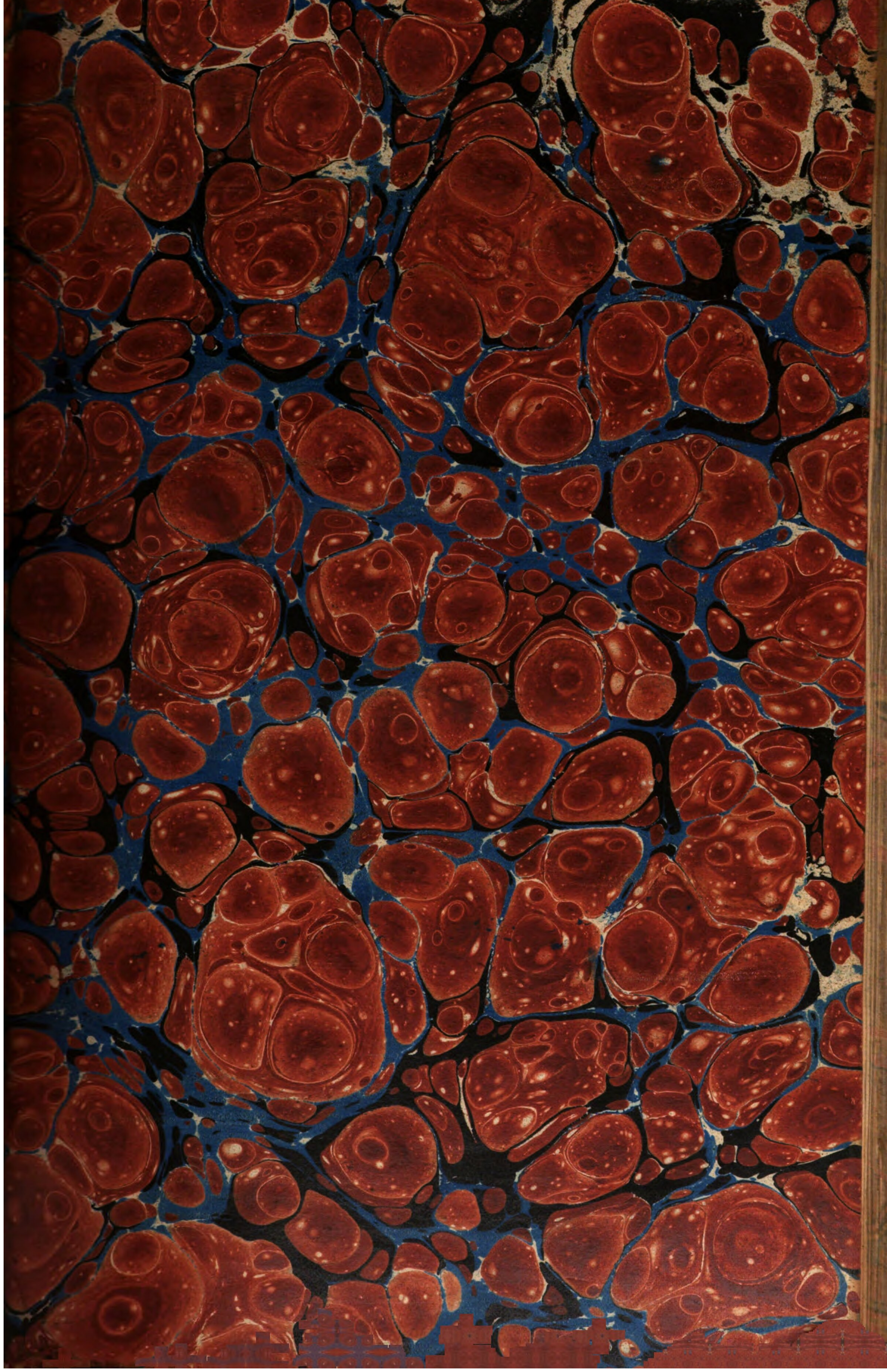




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VOL. 21.
Foreign Trade.

1836.

SECTION

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OF THE

HOUSE OF COMMONS.

Vol. 21.

James O. Smith

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PILOTAGE.

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1824.

FIRST REPORT

FROM THE

SELECT COMMITTEE

APPOINTED TO CONSIDER OF THE MEANS OF IMPROVING

AND MAINTAINING

THE FOREIGN TRADE

OF THE COUNTRY.

PILOTAGE.

Ordered, by The House of Commons, to be Printed,
14 June 1824.

1824

FIRST REPORT

FROM THE

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THE FOREIGN TRADE

OF THE COUNTRY

PILOTAGE

FIRST REPORT.

THE SELECT COMMITTEE appointed to consider of the Means of maintaining and improving the FOREIGN TRADE of the Country, and to report their Opinion and Observations thereupon from time to time to The House;—HAVE, pursuant to the Order of The House, considered the Matters to them referred; and have agreed to the following REPORT:

AMONG the burthens which press upon the Shipping of the Country, the Charges of Pilotage were stated to Your Committee to be peculiarly heavy, and an inquiry into them, together with the Charges of Lights, and other Charges connected with the Corporation of the Trinity House, was commenced in the Session of 1822: This inquiry was suspended, in consequence of the reference made to them by The House, of an application on the part of the West India Dock Company for a renewal of the term of their exclusive Privilege, with the Petitions which had been presented in relation to it; as Your Committee felt that the approaching expiration of the term of that Privilege, as well as the deference due to the presumed intention of The House, imposed upon them the duty of proceeding in the Matter, so specially referred to them, without delay; their Report upon the subject of that reference having been presented at the close of the last Session, on their re-appointment in the present one, the Inquiry, which had been interrupted, was resumed.

The Rates and Regulations of Pilotage are established by the Acts of 52 Geo. 3, c. 39, 53 Geo. 3, c. 140, 55 Geo. 3, c. 87; and the Pilots are classed under the following separate Jurisdictions, and from them receive Licences to take charge of Ships and perform the duties of Pilots:

- 1st. The Corporation of the Trinity House, Deptford Strond;
- 2d. The Lord Warden of the Cinque Ports, and Master and Wardens of the Trinity House, Dover, Deal, and the Isle of Thanet;
- 3d. The Trinity House of Hull and Newcastle.

All British Ships are compelled, under certain penalties, to receive on board a licensed Pilot, if he shall present himself, with the following exceptions;—

Such Ships as are of 60 tons register, and under:

Such as are navigated by a Master or Mate, or Owner, or Part-Owner, residing at Dover, Deal, or the Isle of Thanet, in certain cases:

And all Colliers, British and Irish Coasters, British Ships trading to Norway, the Cattegat, the Baltic, and round the North Cape, into the White Sea; and also,

All constant Traders having British Registers engaged in the Trade from Ports between Boulogne and the Baltic inclusive, on their *inward voyages*, coming up the North Channel by Orfordness.

Foreign Ships inwards are also compelled to take the first licensed Pilot who shall offer, and are not permitted to clear upon their outward Voyage until the inward and outward Pilotage shall have been paid. But by the 4 Geo. 4, c. 77, a power is vested in the Privy Council to extend the exemption from Pilotage to Ships under Sixty Tons, belonging to Countries in which British Ships enjoy a similar exemption.

The Licences of the London Trinity Pilots empower them to conduct Ships from London to the North Sea, to the Downs; from thence to the Isle of Wight, and directly from the Isle of Wight to London; but they are not permitted to take charge of any Ships arriving from the Westward, at any intermediate distance between the Isle of Wight and the North Foreland.

To the Pilots under the jurisdiction of the Lord Warden of the Cinque Ports, is assigned the exclusive right of conducting all Ships arriving from the Westward, off Dungeness, bound to the River Thames or Medway; and outwards, from the Buoy of the Brake to the Westward, as far as the west end of the Owers.

The Elder Brethren of the Trinity House are empowered to appoint Sub-commissioners of Pilotage in the Out Ports (except within the liberty of the Cinque Ports, and all such other Ports within, or for which provision shall not have been specially made by any Act or Acts of Parliament, or by any Charter for the appointment of Pilots,) whose duty it is to examine into the qualifications of persons to act as Pilots for such Ports or Places, and the adjoining Coast; and upon whose certificate such persons are licensed to act as Pilots by the Trinity Corporation, subject to the payment of a Fee for the renewal of their Licences annually. This Fee, payable by each Pilot, is in London three, and at the Out Ports two guineas.

By the 53 Geo. 3, c. 140, (which established rules for the regulation of Boatmen employed in supplying Vessels arriving from the Westward, off Dungeness, with Cinque Port Pilots,) a power is given to the Privy Council by the 17th section of the Act, to suspend the provision of the 52 Geo. 3, c. 39, in so far as relates to the cruising of Cinque Port Pilots, who by that Act are compelled to ply at sea, and a certain number to be afloat between the limits therein specified.

The Rates of Pilotage and of Boarding Money, generally, have been regulated by the Acts of 48 Geo. 3, c. 104, and 52 Geo. 3, c. 39: by the latter, they were fixed at their present amount. Since which, with the exception of some partial relief, afforded under the 55 Geo. 3, c. 87, to certain small foreign Vessels which shall be laden with fish, corn or other provisions, they have undergone no alteration. The imposition of these Rates took place during a period of war, and in fixing their amount, regard was no doubt had both to the degree of personal risk to which the Pilot was exposed, as inseparable from the service, and the very profitable freights which the Owners of Ships at that time received.

Previously to the passing of the Act of the 48 Geo. 3, the Rates of Trinity Pilotage were not regulated by law, but the Scale was governed by a prevailing custom, under which 10s. 6d. per foot, according to the draught of water, was fixed as the amount of remuneration to the Pilot.

Much inconvenience having been experienced from the frequent occurrence of disputes and litigation, occasioned by the want of a legal Tariff of Pilotage and of Boarding Money to the Westward, a Scale of Rates was established, which was introduced into the Act of 48 Geo. 3, and with some slight increase and variation in the mode of charge, re-enacted by the

the Act of 52 Geo. 3, c. 39, and now forms the Table by which the Rates of Pilotage and Boarding Money are regulated. Upon reference to that Table, as compared with the Rates of Pilotage which existed in 1807, it appears that an increase took place in the Cinque Port Rate of Pilotage, which had been previously regulated under the Act 47 Geo. 3, c. 70, of about $12\frac{1}{2}$ per cent; and the number of those Pilots having been extended to 140, 5 per cent in addition, making together, exclusive of the Boarding Money, $17\frac{1}{2}$ per cent, besides a charge of 25 per cent upon the whole from Foreign Ships, amounting to a total addition in the latter case of about $42\frac{1}{2}$ per cent.

The Rates of Trinity Pilotage were also increased, by which they were raised from 10 s. 6 d. to from 18 s. to 25 s. 3 d. per foot, an augmentation, which, although at that period, for the reasons before adverted to, it might not have been felt to be injurious or excessive, since the termination of the war owing to the great reduction in freights and the diminished employment of shipping, is stated to have operated with oppressive weight upon the Navigation of the Country.

The same observation applies to the amount of the Rates of Boarding Money, which have afforded serious ground of complaint to the Ship Owners, and is particularly onerous to small vessels, in consequence of no difference being made in the rate of charge on a vessel under sixty tons, and on a ship of the largest burthen.

A power was vested in the Privy Council, by the 36th section of the Act 52 Geo. 3, c. 39, (upon an application made by any Ship Owners interested in the rates,) to settle, alter and regulate all Rates of Pilotage, in relation to all Pilotage performed in any river, port or place, or upon any coast, by any Pilots who shall, upon certification by Sub-commissioners, be licensed by the Trinity Corporation.

In 1818, a memorial, in reference to Pilotage Rates, was presented; and a communication was made on the 3d October 1818, by direction of the Lords of the Committee of Council for Trade, to the Ship Owners Society in London, from which it appears that their Lordships were of opinion, that those Rates and the Number of Cinque Port Pilots should be reduced, although they were not at that time prepared to state to what extent.

On the 31st October 1818, at the desire of the Ship Owners, an Order in Council was issued, pursuant to the authority given by the Act of 53 Geo. 3, c. 140. s. 17, suspending the operation of the 10th Clause of the Act 52 Geo. 3, c. 39, in respect of the cruising by Cinque Port Pilots; and, with the exception of some further correspondence which took place between the Ship Owners and the Trinity Corporation, which does not appear to have led to any result, the subject rested till it became a matter of inquiry by Your Committee.

The representations of the Ship Owners and others interested in the trade and navigation of the United Kingdom, as will appear from the Evidence, were principally confined to the Rates of Pilotage, Rates of Boarding Money, and Regulations in respect of Cruizing; the Number of Cinque Port Pilots employed, by which an increased Rate is maintained; and the compulsory Clause in respect of Ships arriving from the Westward, and constant Traders outwards, which upon their inward Voyages shall enter the River Thames and Medway by any other than the Northern Channel.

No dissatisfaction has been expressed in respect to the Jurisdictions under which the Pilotage in general is placed, or the manner in which the Bye-laws and Regulations relating to it have been administered; on the

Mr. Buckle,
 „ E. S. Curling,
 „ W. L. Ogilby,
 „ T. Payne.

contrary, a strong impression appears to exist of the expediency of giving a power to the Elder Brethren of the Trinity House in London, to hear and determine in a summary manner all matters of complaint between the Ship Owners, &c. and the Pilots generally, in order to remedy an evil arising out of a practice much complained of, (and of which instances have been brought before Your Committee,) of suing out Writs for the recovery of Penalties alleged to have been incurred under the provisions of the Acts which relate to *Cinque Port Pilotage*, without any previous communication with the parties, or affording them an opportunity of offering such explanations as might, in many cases, obviate the necessity of legal proceedings. The effect of this has been most oppressive, by imposing upon persons the choice of a composition for actions and payment of costs; or of meeting the charge in a court of justice, which is not only expensive, but leads to the additional and unavoidable inconvenience of the separation of the master and some of the crew from the vessel, and their detention on shore to give evidence.

Objections have been offered to some of the Rules and Regulations established under the Acts for governing Pilotage generally, which, partaking more of matter of minor detail than of principle, Your Committee do not think it necessary to notice in a particular manner.

The branch of this inquiry, which is of the greatest importance, is that which relates to the reduction of Rates, (the expediency of which appears to be generally admitted,) and to the ascertaining the extent of reduction of which they are susceptible. In order to satisfy themselves on this point, Your Committee have examined two of the Elder Brethren of the Trinity Corporation, the Registrar of the Court of Loadmanage of the Cinque Ports, and several Ship Owners, and others of intelligence and experience, as being most competent to afford the information necessary. Most of the Witnesses agree in the fitness of some reduction of those Rates, but a variety of opinion will be found to exist respecting the extent to which such reduction ought to be carried.

In forming a determination between the different opinions, and recommending such a reduction of Pilotage and Boarding Money as may be effected consistently with a prudent regard to every interest concerned, Your Committee have neither been exclusively influenced by the Scale of Freights which has obtained since the Peace, the Rates of which, from various circumstances connected with the termination of a long continued state of hostility, have been subject to an unnatural depression; nor have they been governed by the Scale which existed previously, under a situation of things from which every competition with British Shipping was almost excluded. Neither of these could obviously furnish the rule by which the reduction should be estimated: they have referred themselves, therefore, to the consideration of the several interests to be affected by the measure—on the one side, that of the Ship Owner, and the situation in which he is now placed; on the other, that of a most valuable and useful class of Mariners, which require and deserve every degree of attention—the remuneration due for the performance of the services rendered by them to British Navigation, and the necessity of such constant employment being reserved to them as may produce that degree of experience and ability, which, under all circumstances of Peace and War, may ensure from them the full and efficient discharge of the duties the public service may demand.

It appears that the increase which took place in the Rates of Trinity Pilotage, at the time of the passing of the Act of the 48 Geo. 3, c. 104, (in some instances) amounted to near 150 per cent, an increase to an extent for which, as it appears to Your Committee, no sufficient reason has

has been shown. The burthen of it, indeed, does not seem to have been seriously felt by the Shipping Interests, till after the change of circumstances arising out of the conclusion of the War, but now presents an irresistible claim to such a reduction, as in justice to the Parties concerned, and in reference to the present state of our Trade and Navigation, Your Committee will feel it their duty to recommend.

On account of the Regulations by which the Pilots, licensed by the Lord Warden of the Cinque Ports, are exempted from the charge of putting themselves on board, (but which is borne by those of the Trinity House out of the receipts of their Pilotage,) a distinction must be made in the reduction applicable to these two respective classes. An addition too, of 5 per cent, was made in the Rates of the Cinque Port Pilotage, on the increase of the number of Cinque Port Pilots beyond 120, (the Trinity House Pilots being entitled to no such advance); and a further increase is also prescribed by the Act, in case of further addition being made to the numbers of the former, from 140 to 160, of 10 per cent, and from 160 to 180, of 20 per cent.

Several of the Witnesses having suggested that a Scale of Rates, hereafter to be established, should vary with the seasons of the year, making the amount of remuneration less in the Summer, and more in the Winter Months, Your Committee are inclined to think that the inconvenience and complexity of a regulation, subject to variation in the manner suggested, must in practice outweigh the advantage; and that it would be more advisable to fix one permanent Rate of Pilotage, founded upon such an estimate as shall fairly apply to the whole of the service. According to the proposition originally submitted to His Majesty in Council by the Ship Owners, they were of opinion, that a progressive reduction of not less than 25 per cent ought to take place; but upon further consideration and communication with the Trinity Corporation, their proposition was modified to about 16 per cent. The Elder Brethren of the Corporation who have been examined, are of opinion, that a diminution of from 12 to 15 per cent may, in justice to the interests of all parties, be acceded to. One of those gentlemen, however, qualifies his opinion by declaring, that, in his view, the reduction to the extent of 15 per cent should be during the Summer Months only, whilst both agree that it is inexpedient to continue the extra allowance of 5 per cent upon the Rates to the Cinque Port Pilots. Mr. Payne, the Registrar of the Court of Loadsmen of the Cinque Ports, is alone of opinion that the Rates, payable to the Pilots appointed under the authority of the Lord Warden, will not admit of reduction, and assigns as his reason, that the average annual Receipts of a Cinque Port Pilot do not exceed 110*l*. Between the statement of Mr. Payne and Mr. H. Latham, of Dover, there is a difference in this respect of 10 per cent; the latter mentions, that three branch Pilots were, in the year 1822, at the instance of the Lord Warden, examined, (as Mr. Latham believes upon oath,) with a view of ascertaining the average income of Pilots under the Cinque Port jurisdiction, and the return made upon that occasion was 120*l*. per annum. These Pilots, it must not be forgotten, possess the means of increasing that income considerably, by discontinuing the practice of quitting Vessels under their charge at Gravesend, instead of conducting them as they are bound to do, if required by the Master of the Vessels, to their moorings, under the 12th section of the Act 52 Geo. 3, c. 39. By this they not only voluntarily abandon the amount of Pilotage from Gravesend to London, but incur unnecessarily the expense of employing an Agent in the Metropolis, to receive and remit the Wages of their Pilotage from the Downs to Gravesend, (amounting, in some instances, as it is stated by Mr. Payne, of Dover, to 10*s*. each trip,) which charges are assigned by that gentleman, as one of the reasons

Mr. J. W. Buckle,
„ E. S. Curling,
„ A. Chapman.

for not reducing the rates below their present amount ; but as the practice of quitting Ships at Gravesend is, in most instances, attended by an increased charge of Pilotage to the Ship Owner, and never can be required but when there is an unusual demand for Pilots in the Downs, at which periods the increased employment will afford ample remuneration, Your Committee are of opinion it should receive no encouragement.

With reference, therefore, to the wishes of the shipping interests, and the opinions which Your Committee have been able to collect from the several parties who have been examined, together with a deliberate consideration afforded to all the circumstances, they recommend that a reduction should take place upon the Rates of Pilotage, payable to the Trinity House Pilots of London, as specified in Schedule (A.) annexed to the Act of the 52 Geo. 3, equal to $12\frac{1}{2}$ per cent upon the amount thereof; and a like reduction in the Rates of the Cinque Port Pilotage, as specified in Table (B.) of the said Act.

Your Committee further recommend that no additional Cinque Port Pilots should be appointed, until the number shall have been reduced to 120; that whenever the gradual reduction shall arrive at 130, a diminution of $2\frac{1}{2}$ per cent upon the diminished Rates of Pilotage shall take place; and after the number shall have been reduced to 120, a further reduction of $2\frac{1}{2}$ per cent, making together 5 per cent upon the amount of such reduced Rates. That the Scale, regulating a progressive increased percentage upon the augmentation of their numbers beyond 120, shall be repealed; and that a power shall be given to the Lord Warden of the Cinque Ports, to discontinue the charge of 25 per cent upon the Rates of Pilotage payable by Ships belonging to foreign Countries, in which British Ships shall receive the same advantage as the native ones in respect of Pilotage, upon a notification being made from His Majesty's Privy Council to the Lord Warden, upon the principle of reciprocity established by the Act of the 4 Geo. 4, c. 77.

The compulsory Clause of the 53 Geo. 3, by which Masters of Vessels arriving from the Westward are, under certain penalties, obliged to take the first Pilot that presents himself, has been objected to as a grievance by several Witnesses, who have urged its repeal; but although Your Committee cannot but feel the weight of the reasons adduced in support of the proposition, which gives an unrestrained choice to the Master or Owner of the Pilot to whom his Ship shall be intrusted, such a regulation would in effect destroy the discipline of which a rotary duty is the foundation; and as it is to be presumed that no Pilots can be licensed unless duly qualified, and as the Lord Warden has invariably caused every complaint made to be immediately investigated, and upon proof of misconduct punishment has followed, Your Committee are not disposed to recommend that the compulsory Regulation should be abandoned, which they feel to be useful both in supplying an inducement to persons to enter into the service, and in securing a constant and ready supply of Pilots whenever wanted; without this, difficulties would frequently occur from the desire of some Pilots to wait for choice Ships, whilst others would remain on shore from an apprehension of losing their chance of employment. This impression is confirmed by the evidence of the London Pilots. In London, the option of selecting a Pilot has been given, and the inconvenience which has attended it is adverted to by the London Pilots who have been examined, namely, that certain favourite Pilots obtain too great a share of employment, whilst others do not earn sufficient to maintain their respectability in society. But the case of the London Pilots differs from that of Sea Pilots; the first, when not employed

ployed, are always within call of the Masters, who are on shore at the time of clearing, and a competent jurisdiction is at hand to which immediate resort may be had if necessary; whereas it is necessary the latter should be at sea looking out for the arrival of Vessels, separated from all control or immediate superintendence: the rotation of duty appears, therefore, to be required for the assurance of a ready supply of Pilots to Ships of any description that may arrive from foreign Countries.

The objection to the charge paid under the head of Boarding Money has been considered by Your Committee; they are not, however, of opinion, that this charge can with prudence be wholly dispensed with, although it is fit it should undergo considerable reduction. It is an object of public importance that the services of the Boatmen should be retained; and most, if not all, the objections which have been stated against the Boarding System, will be removed by the alteration which they feel it their duty to recommend in the amount of the Rates, and in the Districts of Boarding. The Act of the 53 Geo. 3, c. 140, was specially passed with the view of giving employment and encouragement to that class of intrepid and experienced Mariners, who have upon many occasions rendered important services, and under proper superintendence have proved themselves most useful to the Shipping Interests. By their resolution and exertions, under circumstances of great personal hazard to themselves, many valuable Lives have been preserved, and Ships and Cargoes rescued from destruction.

No practical inconvenience appears to have been experienced under the operation of the Act 53 Geo. 3, c. 140, since His Majesty in Council, at the instance of the Ship Owners, suspended the Regulations established by the Act 52 Geo. 3, c. 39, according to which a certain number of Cinque Port Pilots were compelled to be constantly afloat.

In arriving at the conclusion before adverted to, that it will not be expedient to disturb the Rule which compels the Masters of Ships to take the first Pilot that shall offer, Your Committee have been influenced by the consideration, that unless those Regulations should be retained the Boatmen would have no motive to go off, nor the Pilot any inducement to make any effort to present himself to the first Vessel arriving from foreign parts; but the Master and Owners of such Vessels would be exposed to extortion which might be practised upon them in bad weather, and when the Boatmen would, if their charge was not regulated by authority, make exorbitant demands for putting a Pilot on board. It appears, therefore, to Your Committee, that the public Interests require that the Regulation in question should be continued, subject to such alteration as shall be found more consistent with the state of Navigation upon that part of our Coast which lies to the Southward and Westward of the North Foreland.

The Ship Owners having expressed their opinion, which has been supported by the concurrent testimony of many of the Witnesses, that the first point of compulsory Boarding should be Folkestone, instead of Dungeness, Your Committee see no difficulty in recommending that alteration; nor do they hesitate to suggest, that the present Scale of Rates for putting a Cinque Port Pilot on board should be repealed, and the following be substituted:

	Folkestone.	Dover.	Downs.
	£. s. d.	£. s. d.	£. s. d.
For Vessels above 60 tons, and under 150 tons	1 11 6	1 1 -	- 15 -
150 tons, and under 200	2 2 -	1 11 6	- 15 -
200 - - d* - - 700	3 3 -	2 2 -	1 1 -
700 - - and above	4 4 -	3 3 -	1 11 6

Your Committee are, however, of opinion, that this should not be a compulsory charge upon all Ships, but that an exception should be made in favour of Vessels under 60 tons, and Ships in ballast.

In respect of the number of Pilots, if the recommendation of Your Committee should be adopted, it will not be necessary to make any provision, as one of the principal motives for desiring a reduction in the number of Cinque Port Pilots will cease as soon as the present Scale, by which a progressive increase of Rates, according to the number licensed beyond 120, shall be revoked; and the number to be licensed may be properly left to the judgment of the Lord Warden of the Cinque Ports, in the same manner as Your Committee consider it will be right to abstain from interfering with the discretion of the Elder Brethren of the Trinity House, in the appointment of Pilots within their jurisdiction.

Having stated their opinion on the subject of the Rates of Pilotage and Boarding Money, Your Committee will now advert to some suggestions that have occurred in the course of their inquiry, for the removal of certain inconveniences to which their attention has been called. The first of these applies to the want of a competent jurisdiction in London, composed of persons duly qualified to administer it, in case of disputes arising between the Ship Owners and Masters of Vessels and the Pilots, to which appeal might be made, and from which immediate relief by a summary proceeding might be obtained. Your Committee are fully satisfied of the advantages of relieving all parties concerned, from the vexation and expense attending the present mode of obtaining redress in such matters of difference. Their first impression was, that such power should be lodged with the Magistrates; but it having been forcibly urged, that for the purpose of satisfactory decision upon the points that were likely to arise, the practical knowledge of nautical persons was indispensable, they have thought it more advisable to recommend that a power should be vested in such of the Elder Brethren of the Trinity Corporation, as shall, for the time being, constitute the Pilotage Committee, to hear and determine any matters of complaint between the Masters and the Owners of Ships or Vessels arriving in the Port of London, and the Pilots generally; and that such decision should be final. This, Your Committee have reason to believe, would be acceptable to the parties concerned, and be the means of removing a serious grievance. Indeed, it appears by Mr. Buckle's Evidence, that a Memorial from the Pilots has been submitted to the Lord Warden of the Cinque Ports, praying that some arrangement of this nature may be made.

The expediency of extending to Pilots the privilege of taking Ships upwards and downwards, and *vice versa*, has been stated by some of the Witnesses; and the Elder Brethren of the Trinity House, who have been examined, do not see any material objection to such a regulation by way of experiment. The suggestion of this alteration is founded upon a supposition, of its affording the means of reducing the Rates of Pilotage, by enabling each Pilot to perform a greater portion of duty, and thus have the effect of rendering a less number of Pilots necessary.

Your Committee, however, cannot see sufficient advantage in this proposal to induce them to recommend it to The House. It would, in fact, on the whole, be little, if any saving of expense to the Pilot; and it would induce Pilots to prolong their absence from home, in the expectation of meeting with a return Ship, by which their habits would be in danger of being injured, and their casual expenses materially increased. Nor is Your Committee inclined to encourage the adoption of it even as a matter of experiment, as they are convinced that the reduction they have
proposed

proposed is such as ought to satisfy the reasonable expectations of the Shipping Interests of the Empire.

The attention of Your Committee has been drawn to two supposed omissions in the Act of 52 Geo. 3, c. 39; the first in respect of constant Traders,—the Act of 48 Geo. 3, c. 104, having excepted them from the necessity of taking Pilots both Inwards and Outwards; whereas the words, “*or going down,*” have been omitted in the former Bill. The second relates to the navigation by the North Channel, which such Ships are compelled to enter (although arriving from Ports to the South-eastward of the Thames,) in order to entitle them to the exemption before stated. The ground upon which the original exception took place, was the experience and ability of the Masters of constant Traders to conduct their Ships, in addition to the heavy and unequal burthen that fell upon them, by their being subject to the expense of Pilotage for every voyage, these voyages amounting to twelve, and sometimes more, in the course of the year; the consequence of it has been, an evasion of the compulsion contained in the Act, by the employment on board of such Vessels of a Master or Mate, who are residents in the Cinque Ports. It operates, therefore, only in imposing upon them the condition of taking a person of that description, to bring them within the exemption provided by Law, and appears to answer no useful purpose in point of security to the Ship. It has besides, the effect of inducing Masters when without such individuals on board, with the view of escaping the charge of Pilotage, payable if entering through any other Channel, to deviate from their direct course, and coming up the North Channel, a deviation which, it is stated to us there is reason to believe, has occasioned danger to many Ships, and the loss of others; and which is, at the same time, fatal to the recovery of Insurances upon both Ship and Cargo. The only reason urged for making a distinction between Inward and Outward-bound Ships is, that the Cargo Outward may be more valuable; but that does not appear to Your Committee to balance the positive inconvenience, danger and delay, frequently occurring in particular seasons, and states of wind, and severely felt in the short Trade in unshipping the Outward Pilot.

Mr. Hall,
Mr. Simons.

Under these considerations, Your Committee are of opinion, that it will be expedient to extend the exemption to British constant Traders, not exceeding 200 tons in burthen, between the Ports of Boulogne and the Scaw, inclusive, Inward and Outward-bound, whether entering the river Thames by the North or South Channel.

A reference has been made to Your Committee, of a Petition from certain parties concerned for Irish Shipping, representing the hardship of Vessels engaged in the trade with Ireland, being considered by the Trinity Corporation as employed in Foreign Navigation, by which the Light Duties and Rates of Pilotage were exacted to the same amount as from Ships bound to Ports of Foreign Europe; and some very vexatious proceedings have been stated to Your Committee, as having taken place in the suing for Penalties from the Masters of Corn Ships, placed by Act of Parliament expressly on the footing of Coasters. The Bills that have passed in the course of the last Session, having assimilated Ships of that Country, in respect to obligations and charges, to those of England, Irish Ships coming from Ireland, now enjoy all the advantages of British Coasters. And although this does not appear to have been immediately done in Ireland, with respect to Ships coming from England, Your Committee observe, in the Papers laid recently before The House, orders for the purpose issued by the Treasury, which will, if carried into effect, remove all ground of complaint on this head, and place the Ships

Mr. Ogilby.

of Ireland and England, in their intercourse between the two Countries, on precisely the same footing.

Your Committee, not having received any complaints of the Regulations which govern the Pilotage in the Out Ports, nor of the amount of the Rates established in the Harbours upon the Coast, propose to leave them undisturbed. A remedy, in case of dissatisfaction, is provided by the Act 52 Geo. 3, c. 39, upon Appeal to the Privy Council, which it will be advisable to continue in any new Bill that may be submitted to Parliament.

Although not immediately connected with the preceding subject, except as far as contributing to the removal of inconveniences felt by the Trade of London, Your Committee take this opportunity of drawing the attention of The House to a Regulation of the Post Office, which it is stated operates very inconveniently in respect of Vessels arriving in that Port from foreign parts. By the Act of the 54 Geo. 3, c. 169, the Master of every Vessel arriving from a foreign Port, is required to make a Declaration before such person as may be appointed to receive the same by the Postmaster General, as to whether he has any Letters on board or not; and the Officers of the Customs are not permitted to take the report of the Ship and Cargo inwards, until a Certificate shall have been produced, signed by the proper Officer, that such declaration has been made.

Under the existing regulation, the person appointed to receive the declaration in question is stationed at the Post Office, Lombard-street; and although the distance between the Custom House and the Post Office is not very great, it is of considerable importance to the Owners of the Cargo, and to the interests of the Ship Owner, that no delay should take place in the report inwards; this and the delay, small as it is, in consequence of the Regulation alluded to, has frequently been of serious consequence to the parties, as it has happened that the time required for going to the Post Office to make the declaration, obtain the certificate and return to the Custom House, has prevented the Captain making the report of his Ship and Cargo until the following day. The contemplated removal of the Post Office to its new situation, will, whenever carried into effect, increase this inconvenience, and make some alteration necessary. The Postmaster General has a power under the Act referred to of appointing whomsoever he shall see fit to take the declaration required, and the Lords of the Treasury have given general directions to the Officers of the Customs, to render every assistance in the execution of the provisions of that Act; Your Committee therefore beg to recommend that the Postmaster General should be instructed to authorize the Clerk of the Ship Entries at the Custom House, to take the declaration in question, which will at once, without danger to the Revenue, be the means of relieving the Trade of the Port of London from the inconvenience complained of.

Your Committee has thought it its duty to make Inquiries and to call for Returns from the Trustees of the Royal Harbour of Ramsgate, the honourable Warden and Assistant of Dover Harbour, and from the Corporation of the Trinity House, in order to ascertain what progress has been made in carrying into effect the several recommendations contained in their Report of the 22d July 1822. Those Returns, Your Committee have the satisfaction to find, exhibit evidence of a sincere desire to comply with the suggestions offered in that Report. What has hitherto been effected, however, by the Corporation of the Trinity House must rather be

be received as an earnest of progressive reduction, and as a general pledge of the disposition of that body to satisfy the reasonable claims of the Shipping Interest, than of the practical extent to which it is capable of being carried. Some of the subjects noticed in the Report are said to be under the consideration of the Elder Brethren; and the removal of the Office for the collection of the Light and other Dues payable in London to the Trinity House has been determined upon, which is a measure of importance to the Ship Owners, as the Corporation may thereby be enabled eventually to reduce the Rates in an amount equal to the expense which will be saved in the collection, and establish the means of consolidating the receipt of all Light Duties, Trinity Pilotage and Harbour Dues, payable in London, in one office; and Your Committee cannot abstain from repeating their recommendation to the Trustees of Ramsgate Harbour, the Commissioners of Dover Harbour, the Governors of Greenwich Hospital, as far as relates to North and South Foreland Light Duties, which are under their management, and also the Proprietors of the private Lights and Northern Light Commission, to convey the necessary authority to the Trinity Corporation to receive the Dues for those respective Lights, which will render the collection at once more economical and more convenient to the Public.

The last recommendation Your Committee have to offer is, that the rule of reciprocity, in respect to Ships of other Countries in which British Ships have been or shall be placed upon the like footing as to Charges with their own, as recommended in a Report of Your Committee, dated 22d July 1822, and already adopted by the Trinity Corporation, Ramsgate Harbour and Dover Harbour Trusts, should likewise be acquiesced in by the Governors of Greenwich Hospital, in regard to the North and South Foreland Lights, and the Commissioners of the Northern Lights; and an arrangement for the same purpose should be made, if practicable, with the Proprietors of Leases, or Patentees of private Light-houses upon our Coasts.

It appears from the Returns made by the Trustees of the Royal Harbour of Ramsgate, that on the 1st January 1823, the following reductions in the respective Rates took place;—

On British Ships under 300 tons - from 3*d.* to 2*d.* per ton.

On the Ships belonging to Foreign Countries, in which British Ships are placed on the same footing, in respect of Charges, as Native ones under 300 tons	-	-	from 6 <i>d.</i> to 2 <i>d.</i> per ton.
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On British Vessels above 300 tons, from 1*d.* to 0 $\frac{1}{2}$ *d.* per ton.

On Foreign Vessels above 300 tons, from 4*d.* to - ditto.

On Coals, per chaldron - - from 1 $\frac{1}{2}$ *d.* to 1*d.* per chaldron.

On Stone, per ton - - - from 1 $\frac{1}{2}$ *d.* to 1*d.* per ton.

And a resolution was entered into, and has since come into effect, to place all Foreign Vessels upon a like footing, in respect of the Rates, belonging to Countries in which British Ships enjoy the like privileges.

Your Committee, however, observe with regret, that the Trustees have not yet carried into effect that part of the Report which recommends a further remission of Duties on Ships which, from draught of water, are not capable of entering the Harbour; and although the Rates thereupon have been materially reduced, Your Committee trust that the expectation of the Shipping Interest on that head will be also fulfilled. With respect to the charge of the Harbour Dues, hitherto prospectively and retrospec-

tively demanded, it is an act of justice to the Trustees to state, that as soon as it was known to them that Your Committee had expressed its disapprobation of the practice, it was immediately discontinued.

From the Return made to Your Committee from the Warden and Assistants of the Harbour of Dover, it appears, that from the 6th day of April 1823, the Harbour Dues have been reduced as follows;—

On all Ships and Vessels or Crayers, of the burthen of 20 tons, or more, and not exceeding 300 tons, (except Ships in ballast, or Vessels laden with Coals, Culm, Grindstone or Rubick, or Portland Stone) - - } from 3*d.* to 1½*d.* per ton.

Upon every Chaldron of Coals or Culm, and upon every ton of Grindstone, Rubick, or Portland Stone, passing from, to or by Dover - - - - - } from 1½*d.* to 0½*d.* per ton.

The next and last Returns under the consideration of Your Committee, was from the Corporation of the Trinity House, by which it appears, that the following reductions in the Rates under their management have taken place;—

	British Over-Sea Traders.		Foreign Vessels.		British Coasters and Colliers.	
	Former Toll.	Present Toll.	Former Toll.	Present Toll.	Former Toll.	Present Toll.
	per ton.	per ton.	per ton.	per ton.	per vessel.	
EDYSTONE - -	1 penny	½ penny	2 pence	1 penny	2 shillings - - -	2 shillings per vessel.
MILFORD - - -	1 penny	½ penny	2 pence	1 penny	1 ditto - - -	1 ditto - - ditto.
FLAMBRO - -	½ penny	¼ penny	1 penny	½ penny	½ penny - - -	½ penny per ton.
SOUTH STACK -	1 penny	¼ penny	2 pence	½ penny	½ penny - - -	½ ditto - ditto.
SCILLY - - -	½ penny	¼ penny	1 penny	½ penny	—	—

And in lieu of the former complicated Rates, payable by British over-sea Traders entering the Port of London, for Buoyage, Beaconage, Load-manage and Primage, one penny per ton; and double that Rate on Foreign Ships belonging to Countries in which British Ships are not placed, in respect of Charges, on the like footing, instead of the former charge of 8*d.* per ton, and of 5*s.* as a fee on every Foreign Ship. In reference to the subject of Fees, Your Committee take this opportunity of noticing the discontinuance of Fees to a considerable extent, charged by successive Collectors of the Light Dues in London without the authority or knowledge of the Trinity Corporation, as well as without the knowledge of the Ship Owner, to whom the charge was disguised under that of Light Money. The investigation, which took place on the subject during the Session of 1822, by discovering this reprehensible practice, has been the means of putting an end to it, and proportionably relieved the Shipping.

Colliers, instead of being charged with the Light Duties, according to the number of Chaldrons of Coals expressed in the Cockets, are now charged according to their Register Tonnage, which has produced a considerable relief; and on British and Irish Ships, if in ballast, only half the Rates payable by them when loaded. The practice of charging the Light Duties prospectively and retrospectively has been discontinued. Ships of Countries

Countries in which British Ships are placed upon the same footing in respect of Charges, are now charged no more Duties or Pilotage than those payable by British Ships; by which arrangement the Public have been relieved from the amount of the difference of the Dues payable upon American and Portuguese shipping.

The Corporation of the Trinity House has completed the purchase of the Flatholm Light from the private Proprietor, and application has been made to the Privy Council for its sanction to a reduction of the Rates of that Light on British Vessels, trading over Sea, from three halfpence to one penny; the Rate on Coasters from one penny to one halfpenny; the Rates on non-privileged foreign Vessels from three pence to two pence; and the Rates on privileged Foreign Ships to the same amount as on British ones.

The following are the reductions made in the Commissions formerly allowed for collecting the Light Duties:

	FORMER RATE.	PRESENT RATE.
Arundel	20 per cent	15 per cent.
Berwick	16 $\frac{1}{2}$ per cent	12 $\frac{1}{2}$ per cent.
Bideford	20 per cent	15 per cent.
Boston	20 per cent	12 $\frac{1}{2}$ per cent.
Bristol	15 per cent	10 per cent.
Cardiff	20 per cent	10 per cent.
Chester	20 per cent	12 $\frac{1}{2}$ per cent.
Colchester	20 per cent	15 per cent.
Cowes	20 per cent	10 per cent.
Dartmouth	20 per cent	12 $\frac{1}{2}$ per cent.
Deal	20 per cent	15 per cent.
Dover	20 per cent	12 $\frac{1}{2}$ per cent.
Exeter	15 per cent	12 $\frac{1}{2}$ per cent.
Faversham	20 per cent	15 per cent.
Falmouth	20 per cent	10 per cent.
Fowey	20 per cent	15 per cent.
Glasgow	20 per cent	10 per cent.
Harwich	20 per cent	12 $\frac{1}{2}$ per cent.
Holyhead	20 per cent	15 per cent.
Hull	15 per cent	7 $\frac{1}{2}$ per cent.
Ipswich	20 per cent	10 per cent.
London over Sea	7 $\frac{1}{2}$ per cent	5 per cent.
Coastwise	7 $\frac{1}{2}$ per cent	5 per cent.
Liverpool	10 per cent	7 $\frac{1}{2}$ per cent.
Leith	20 per cent	12 $\frac{1}{2}$ per cent.
Leandly	20 per cent	10 per cent.
Lynn	20 per cent	12 $\frac{1}{2}$ per cent.
Malden	20 per cent	12 $\frac{1}{2}$ per cent.
Newcastle	7 $\frac{1}{2}$ per cent	5 per cent.
Newport	20 per cent	10 per cent.
Pembroke	20 per cent	15 per cent.
Penzance	20 per cent	12 $\frac{1}{2}$ per cent.
Plymouth	20 per cent	10 per cent.
Portsmouth	20 per cent	10 per cent.
Ramsgate	20 per cent	15 per cent.

	FORMER RATE.	PRESENT RATE.
Rochester - - - - -	20 per cent - -	10 per cent.
Rye - - - - -	20 per cent - -	15 per cent.
St. Ives - - - - -	20 per cent - -	15 per cent.
Southampton - - - - -	20 per cent - -	12 $\frac{1}{2}$ per cent.
Sunderland - - - - -	12 $\frac{1}{2}$ per cent - -	7 $\frac{1}{2}$ per cent.
Swansea - - - - -	20 per cent - -	12 $\frac{1}{2}$ per cent.
Truro - - - - -	20 per cent - -	12 $\frac{1}{2}$ per cent.
Weymouth - - - - -	20 per cent - -	15 per cent.
Whitehaven - - - - -	20 per cent - -	10 per cent.
Yarmouth - - - - -	20 per cent - -	10 per cent.

And the Commission of 10 per cent, formerly allowed for collecting the Surplus Pilotage Rates, reduced to 5 per cent.

Your Committee, however, confidently rely upon the Elder Brethren proceeding to a further reduction of the amount of Commissions upon the Collections, as it has been established in evidence, and adverted to in the former Report, that respectable persons may be found who will give good and sufficient security, and undertake the collection at from 2 $\frac{1}{2}$ to 5 per cent. Your Committee, therefore, can discover no reason, nor have they received any satisfactory explanation, why larger Commissions should in any case be paid than 5 per cent, except in case of open roadsteads, such as Deal, where a considerable additional expense is incurred in the collection; in such cases an increased per centage might reasonably be allowed.

It appears from a Report, made by a Sub-committee of Elder Brethren on the subject of the Ballast Establishment to the Trinity Corporation, that no further reduction in the opinion of such Sub-committee can be made at present, without injury to the service, than about 180*l.* per annum. In this Report Your Committee have particularly noticed with satisfaction, the disapprobation with which the Sub-committee alluded to has marked a practice that prevailed in the Ballast Department, of the Officers and Clerks receiving from the Tradesmen and others, Presents, Fees and Allowances, and the direction given that such receipts should in future be discontinued; but they are surprised to find in a Return attached to the Report adverted to, that in the Ruler's Office, forming a branch of that establishment, no less a sum than 371*l.* 17*s.* has been received during the preceding year, under the head of Fees, from the Captains and Owners of Ships upon booking their ballast; that is a practice which appears to have escaped the attention of the Sub-committee of the Trinity Corporation; it is one in direct violation of the law, and subjects the parties to a penalty of 50*l.* in each case, under the 30th-section of the Act 45 Geo. 3, c. 98, continued by the several Acts relating to Ballastage. Your Committee trust that it will be sufficient for them to advert to this abuse, to induce the Elder Brethren, by an expression of their disapprobation, and determination to enforce the penalties of the law, to prevent the continuance or revival of a practice highly destructive to those wholesome regulations established by the Corporation with a view to prevent partiality.

Your Committee observe also, that no steps have been taken by the Corporation of the Trinity House to make any reduction in the amount of the Distributions made under its authority; and in explanation of this, an
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opinion of the Attorney and Solicitor General has been produced, taken previously to the production of their Report, and, as it seems, on a presumed and mistaken impression of the view entertained by Your Committee. The objection of Your Committee did not apply to the Distribution, but (for the reasons stated in their former Report) to the principle on which the collection to such an extent was imposed on the Shipping; and if they felt a wish for any reduction in the amount distributed, it was that, by such reduction, the Trinity Corporation might be better enabled to conform to the principle upon which alone the right of collecting for the Lights appeared to them to be founded,—that of providing for the expenses of the Lights, and the security and accommodation to the Commerce of the Country, derived from their maintenance.

14 June 1824.

Extracts of Minutes of Evidence taken in 1821 and 1822 :

<i>J. W. Buckle, Esq.</i>	- - - p. 19.	<i>Mr. Richard Eddy.</i>	- - - p. 46.
<i>George Brown, Esq.</i>	- - - p. 23.	<i>C. Nockells, Esq.</i>	- - - p. 47.
<i>John Hall, Esq.</i>	- - - p. 25.	<i>Mr. Thomas Urquhart</i>	- - - p. 50.
<i>Lewis M. Simon, Esq.</i>	- - pp. 29 & 31.	<i>James Court, Esq.</i>	- - - p. 53.
<i>E. S. Curling, Esq.</i>	- - - p. 29.	<i>Frederick Reade, Esq.</i>	- - - p. 56.
<i>Joseph Windle, Esq.</i>	- - - p. 37.	<i>George Joade, Esq.</i>	- - - ibid.
<i>Robert Taylor, Esq.</i>	- - - p. 40.	<i>W. T. Money, Esq.</i>	- - - p. 57.
<i>Henshaw Latham, Esq.</i>	- - - p. 43.	<i>John Nicholls, Esq.</i>	- - - ibid.
<i>Benjamin Chimmo, Esq.</i>	- - - p. 44.	<i>Sir C. Hawkins, Bart.</i>	- - - p. 58.
<i>N. W. Symonds, Esq.</i>	- - - p. 45.	<i>J. Shipdem, Esq.</i>	- - - p. 60.
<i>Thomas Heather, Esq.</i>	- - - p. 46.		

Minutes of Evidence taken in 1823 :

<i>Thomas Brown, Esq.</i>	- - - - - p. 61.
<i>Mr. William Law Ogilby</i>	- - - - - p. 69.
<i>Aaron Chapman, Esq.</i>	- - - - - p. 72.
<i>Thomas Pain, Esq.</i>	- - - - - p. 81.
<i>Mr. Thomas Green</i>	- - - - - p. 95.
<i>Mr. Matthew Rutledge</i>	- - - - - p. 99.
<i>Jacob Herbert, Esq.</i>	- - - - - pp. 101.

Minutes of Evidence taken in 1824 :

<i>Jacob Herbert, Esq.</i>	- - - - - p. 105.
<i>Robert Taylor</i>	- - - - - p. 121.
<i>Captain J. Woolmore</i>	- - - - - p. 124.

MINUTES OF EVIDENCE.

PILOTAGE.

EXTRACTS OF MINUTES OF EVIDENCE

Taken before the Select Committee on the Foreign Trade of the
Country; in 1821 and 1822.

Veneris, 25^o die Maii, 1821.

The Right Honourable THOMAS WALLACE, in the Chair.

John William Buckle, Esquire, Called in; and Examined.

WHAT is Boarding money?—Under an Act of Parliament, a vessel is obliged to take the first pilot that shall hail her after she passes Dungeness, and there is a table of charges, by which the expense of that pilot being there cruising is paid, and which charge is regulated by the particular place where he does board her. From off Dungeness, five guineas; from any port westward of Folkestone, between that and Dungeness, four guineas; from the westward of Dover, three guineas; from off Dover westward of the South Foreland, two guineas; from off the South Foreland, or when at anchor in the Downs, one guinea; and this charge I would observe is the same in amount, whether it is a small ship or a large ship.

*J. W. Buckle,
Esq.*

*(25 May.)
1821.*

The next head stated by you, is Pilotage from Gravesend; describe how that is regulated?—According to the draught of water, agreeably to a scale annexed to the Act of Parliament.

Have the ship-owners any grounds of complaint on the subject of the existing regulations with respect to pilotage?—Some modifications of the rates appear to be necessary, in order to make them bear more fairly upon the shipping.

Will you describe what those modifications are, to which you allude?—I would more particularly allude to the reduction in the charge for "boarding-money," (if to continue); also to the pilot rates generally, which are found to be excessive. I am of opinion, that the pilot rates should be reduced at least 25 per cent; it would perhaps be oppressive upon the pilots, that this should be done suddenly, and therefore I would suggest that, as they shall be reduced in number, so the ship-owner should be relieved. In the year 1812, the number of pilots was increased from 120 to 140, it would be satisfactory to the ship-owners, that they should now be reduced to 120; and that the relief of 25 per cent should take place thus; ten per cent upon the number being reduced to 130; and fifteen per cent more upon the number being reduced to 120; it will be necessary, in order to give this relief to the ship-owners, to do it as early as possible, that no new pilots be made. With respect to the charge of boarding-money, it is particularly oppressive upon small ships, which pay the same sum as large ones; in fact, a ship of a hundred tons in ballast, is subject to pay five guineas for receiving a pilot at Dungeness, while an East Indiaman pays no more. I have been in correspondence with the Lords of the Committee of trade, upon the subject of a reduction of the rates of pilotage; and the suggestions that were offered by the ship-owners, upon that subject, have been referred to the elder brethren of the Trinity-house. In the month of October, 1818, I received a letter from Mr. Buller, stating the opinion of their lordships, that the number of pilots and the rates of pilotage ought to be reduced, but that they were not at that time prepared to state to what amount the reduction should be carried; hoping some measure would be proposed to Parliament, the ship-owners have suffered the subject to remain over till the present time. A desirable regulation with respect to the Pilotage Acts, would be, that some sum-

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mary jurisdiction should be given to the magistrates of London, in case of disputes between the ship-owners and the pilots; this is as much desired by the pilots, as by the ship-owners, as by the present Act they are only able to proceed by action at law; and in frequent instances that have taken place, masters of ships have been subject to penalties for not receiving the first pilot who hailed them, and very heavy expenses have been incurred. Sometime since, the Lords in Council suspended the clause which compelled pilots to cruise; and it was understood by the masters of ships, that this measure was to be followed by relieving them from the obligation of receiving pilots, before the vessels arrival in the Downs; in consequence of which many of them have subjected themselves to the penalty, for not having done so. And in those cases actions have been commenced, and considerable expenses incurred, without the pilots receiving any advantage, in consequence of the heavy legal expenses to which they have been exposed, and which would have been avoided by a more summary jurisdiction. I would submit, that the Cinque Port pilots should not be permitted to bring a ship further than Gravesend, and I am led to believe, that the pilots as well as the ship-owners would be well pleased with the regulation.

If the charges of pilotage are reduced, is it material to the ship-owners that the number of pilots should be diminished?—It is not; but I propose it, looking at the pilots as a very useful body of men, who, I fear, would not be sufficiently compensated but by the reduction of their number.

From what period did the present system commence?—From the year 1812.

Will you state what the system has been, subsequent to that time, and what it was previously?—By the Act then passed, the pilots were compelled to have two vessels constantly cruising for vessels arriving from the westward, and it was imperative upon the masters of ships to receive the first pilot who boarded his vessel; formerly, the masters of ships employed whatever pilot they thought proper.

Did they take him up at any place they thought proper?—Yes; but they were obliged to have one before arrival in the Downs.

It is now a matter of complaint, that you are compelled to receive a pilot at Dungeness?—Yes, it is, because it exposes the vessel to an increased charge.

Is the navigation from Dungeness to the Downs, of such a nature as to require a pilot?—It is not; but I think it would be of advantage to the shipping interest, if it were optional to receive a pilot there or not.

Is it optional whether a pilot should be taken further to the westward?—If a ship is not going into any port, she is not compelled to take a pilot until she falls in with a cruising vessel.

Do you think it would contribute to the safety of the shipping, if the captains were allowed to choose their own pilots?—It would; and it is a privilege which the ship-owners are anxious to have restored to them.

Do you know the reasons on which the Legislature were induced to take that option from them, which they before enjoyed?—No, I do not, of my own knowledge.

Are you acquainted with the regulations of pilotage for ships that are bound to other ports than the port of London, to the ports in the Channel?—I am only acquainted with that subject by the Act of Parliament.

Are there not certain regulations of the Trinity-house made in consequence of that Act of Parliament, which regulate the pilotage in the Channel?—I understand that there are.

Is not the Channel divided into different pilotage districts?—Yes, it is.

If a ship be bound to one of the ports in the Channel, is she compelled to receive the first pilot that offers, belonging to the particular district of pilotage in which the port is situated?—I understand that she is.

Are the pilots belonging to those districts allowed by the Trinity-house to cruise for ships in their own respective limits?—There are certain limits to which they are confined.

Is the pilot belonging, for instance, to the port of Cowes, permitted now to cruise off the Land's End?—No; he is confined to cruising within a prescribed distance.

Do you know whether that is a new regulation?—Yes; within the last two years.

Do you conceive that that regulation is favourable, or otherwise, to the navigation of our trade?—I do not consider it to be unfavourable, because the commander of a ship should be competent to pilot his ship up the Channel.

Do you not think it desirable that the master of a ship, or the commander for the time being of a ship, should have an option of taking a pilot at the Land's End, if he wished to have one?—I certainly see no objection to that.

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Can you suggest any plan that would be more satisfactory to the shipping interest, than the system of the cruising vessels that you have described, off Dungeness?—I think that if licensed boatmen were allowed to carry off pilots, and even to cruise with them, leaving it optional with the masters of ships whether they received them or not, before their arrival in the Downs, much relief would be given from the heavy grievance of the present boarding system.

Is there any charge for boarding, upon the ships bound to ports in the Channel?—I think there is not.

Is there any reason why a different system should be followed at the eastern end of the Channel, than at the western?—I think not; at any rate in time of peace.

Are you acquainted with the manner in which pilots, who carry ships from London to the Downs, return to London again?—They return by land; they are Trinity-house pilots, and are not licensed to bring a ship up.

Why are they not?—They are not permitted by law to bring a ship up from the Downs.

Are the Committee to understand, that if those pilots were rendered competent by law, that no objection would be had to them in point of skill and knowledge, to their bringing ships up the river as well as carrying them down?—Certainly no objection could exist; on the contrary, it would be very desirable to the ship-owners, because they would be able to perform the service at so much less a charge.

Are the facts the same as respects pilot bringing ships from the Downs to London, as you have stated with respect to pilots carrying ships from London to the Downs?—They are so; a Cinque Port pilot cannot take a ship down from the river any more than the Trinity pilot can bring a ship up from the Downs.

Are you acquainted with the rules and regulations contained in the Act of Parliament, by which the pilots of the port of Liverpool are controlled and organized?—I am not.

Then you cannot give the Committee any information on that subject?—No.

You have stated, that in your opinion the rates of pilotage would admit of considerable reduction; will you state the grounds on which that opinion is formed?—Up to the year 1807, the pilotage was only 10*s.* per foot, on an average; the rates of pilotage were then raised equal to 18*s.* per foot to London, and 15*s.* per foot to Gravesend; upon the principle on which that rise took place, namely, in consequence of the advanced price of every article; I feel the ship-owners, who can so ill bear the existing heavy charge, should now ask for relief.

Did not that rise take place, with the full concurrence of the ship-owners at the time?—Yes, it did.

Could this be done in the present state of the trade of the country, without very great distress to the pilots?—I am most unwilling to expose that valuable class of men to any distress, and therefore it is I have suggested, that the reduction of rates shall be regulated by the reduction of number; by which means the pilots, who remain, will still have incomes (or nearly so) equal to those which they at present enjoy, and the ship-owner be relieved; in fact, the number of pilots at the present moment, I consider to be greater than is required by the commerce of the country.

What diminution, in your opinion, has taken place in the employment of pilots, subsequent to the termination of the war?—To the extent of the employment which was given to them by men of war, and ships in the government service.

Has there not been a considerable increase of their employment, in merchant ships, nearly adequate to the diminution occasioned by the loss of the transport service and the ships of war?—I should think not.

Do you know, that the comparative quantity of shipping that enter the port of London at present, upon an average, is equal to that which entered during the war?—It is rather increased.

Then on what ground do you entertain the opinion, that a smaller number of pilots would now be sufficient for the duties to be performed, than were necessary during the period of war?—That increase has not been equal to the falling off, to which I have alluded; in addition, I would observe, that in the time of war, ships arrive in fleets, and therefore require many more pilots than are necessary in the time of peace.

To what regulations are ships now subject, with respect to their choice of pilots have they any option on the subject?—The master or commander of a ship must

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receive the first pilot who boards him, after his arrival at Dungeness; but it is much wished by the ship-owners, that the master should have the choice of a pilot, as was formerly the case.

Was not that regulation established with a view to securing a fair proportion of employment to each of the different pilots?—I rather think that it arose in some measure, from a desire that the best pilots, and who consequently were the men the most in request, should not constantly be engaged with merchant ships when men of war might require them.

Would not the effect of doing away that regulation, operate to deprive many pilots of employment?—I should be very sorry if it had such an effect; but I am sure this good would result from it, that it would create an emulation among the pilots, which I am sorry to observe but little to prevail at the present moment.

Then you are of opinion, that the existence of that regulation, and the certainty of employment under it, operates to make pilots less attentive to their duty, and less competent to the performance of it, than they would otherwise probably be?—That is certainly my impression.

Is there any distinction now made in the summer and winter rates of pilotage, under the existing Acts of Parliament?—There is not.

Do you think, that if any new regulation should be made, with respect to the rates of pilotage, it would be desirable to make any such distinction?—I am rather inclined to think it would; the pilots are certainly in the winter seasons, exposed to greater hardship and risk than in the summer.

What is the difference that you would be disposed to make, between the rates of the two seasons?—Not exceeding 5 per cent.

In reference to the deduction which you have stated ought to take place, to the amount of 25 per cent, the Committee wish to ask whether the ship-owners have not expressed themselves disposed to be satisfied with a deduction of a much less amount?—In the year 1818, the ship-owners in full expectation that the reduction of the rate was about to be determined upon, rather than further protract the correspondence with the Trinity Board upon the subject, signified that they would be satisfied to be relieved to the extent of 15 per cent in the summer, and 10 per cent in the winter months.

At the present moment, are you not inclined to think, that that reduction, under all the circumstances, might be considered as a fair one by the ship-owners?—I would observe, that that was not the original suggestion of the ship-owners, although they were willing to accede to it, rather than continue exposed to the heavy existing rates; and as they found that the Elder Brethren were of opinion the reduction they then asked for was too great.

In the correspondence to which you have alluded, do you recollect whether any opinion was given, or any objection made on the part of the Trinity-house, to the reduction of the number of pilots?—The Elder Brethren, with myself, thought it would be proper that the number of pilots should be reduced to 120, as it existed previous to 1808.

Upon what principles do you think that the rate of pilotage would be most equitably settled?—By a fair remuneration to the pilots.

Upon what principle is that fair remuneration to be estimated?—Considering what is required from a pilot, I do not think that his earnings ought to be less than from 100*l.* to 120*l.* or 130*l.* a year.

You have stated, that in your opinion, the pilotage falls more heavily upon one class of ships than upon another; will you say what is meant to be conveyed by that statement?—I think the pilotage paid by a ship of 700 tons, and by a ship of a smaller tonnage, bears no proportion to the value of the property entrusted to the pilot; and I therefore should see no objection to vessels of that tonnage and upwards, continuing at the same rate of pilotage as at present.

Do you think that it would be desirable to make any proportion of the rate of pilotage, with respect to particular ships, depend upon the value of the ship or the cargo entrusted to the care of the pilot?—I think it would be complex, and give rise to frequent litigation.

With reference to what you have stated on the subject of the establishment of a summary jurisdiction, to decide upon differences between the pilots and the masters and owners of ships, do you think that that would be a measure equally desirable to the pilots, as it appears to be to the masters and ship-owners?—I know the opinion of many pilots to be very favourable to it; and in fact, they have addressed

addressed a memorial to Lord Liverpool, requesting his sanction to some such enactment.

Are all ships at present subject to the necessity of taking pilots?—All colliers, all ships and vessels trading to Norway and to the Cattegat and Baltic, and round the North Cape and into the White Sea; all constant traders inwards from the ports between Boulogne inclusive, and the Baltic; such ships and vessels having British registers, and coming up the North Channel by Orfordness, but not otherwise: coasting vessels, and all Irish traders, using the navigation of the river Thames as coasters, are exempt.

Are those ships, or any of them, in the habit of taking persons to conduct them up the river, in the quality of pilots, who do not belong to the crew of the ship?—Yes; many of the coasters are in the habit of receiving on board boatmen, who, I am informed, in some cases, earn more than the pilots.

What would be the effect of obliging coasting vessels to take pilots at a reduced rate of pilotage?—I think it would be justice to the pilots, that if the master or mate were not competent to bring the ship up themselves, a pilot should be engaged at a lower charge for pilotage than is paid upon a ship coming from a foreign voyage.

Does it strike you, that it would be desirable to give relief upon the subject either of boarding or pilotage, independent of the relief generally desired, to any particular description of ships?—With respect to the boarding-money upon the small ships, I should certainly hope they will be relieved altogether from the cruising system, should that regulation not be wholly abolished. I would instance the case of a ship of 150 tons, drawing 12 feet water, subject to the pilotage of nine guineas, being liable to the payment of five guineas boarding-money, if the pilot joins her off Dungeness. With respect to pilotage, the small ships are relieved to the extent of the difference in their draught of water; but I am inclined to recommend, that in the regulation of the reduced rates, some further relief should be given to vessels under 200 tons, than to the general class of ships.

What is the nature of the relief you propose; is it in the nature of exemption, and does it apply to ships coming from any particular places?—No; I mean to say, that ships not exceeding 200 tons should be liable to a less rate of pilotage than larger ships, from whatever quarter they may arrive.

Has there not been some proposition made, with a view to relieving the short trade from a part or the whole of the burden of pilotage?—Yes, there has been.

Will you, if you are acquainted with it, state the nature of that proposition, and the grounds of it?—The correspondence on the subject was carried on with Mr. Robert Taylor; and as I am only acquainted with a part of it, I will take the liberty of suggesting to the Committee to receive information from him upon it.

Do you think that it would be beneficial to the commerce of the country, that the relief prayed by Mr. Taylor should be granted?—It is now three years since I saw that part of the correspondence to which I allude; and I think I agreed with him in all his propositions.

Have you heard of a proposition for throwing the earnings of pilots altogether into a fund, and paying them by fixed salaries; and do you think that would be advantageous?—I have heard of such a suggestion, but I should think the adoption of it would be very objectionable. This plan is, I believe, acted upon at Calcutta, and the consequence is, constant complaints of delay for want of pilots; and, in fact, I believe the masters of ships are most generally compelled to pay them something in addition to that which goes to the general fund. I may add, that if my suggestion to permit masters of ships to make choice of their pilots, should be adopted by this Committee, such an arrangement would, of course, not be practicable, in justice to pilots who might be more frequently employed, as a reward for their good and satisfactory conduct.

Jovis, 31st die Maij, 1821.

*George Brown, Esquire, Merchant and Ship-owner in Liverpool;
Called in; and Examined.*

ARE you a member of the Pilots committee at Liverpool?—Yes.

Will you be good enough to state to the Committee, what are the general arrangements, and the mode of conducting the affairs of the pilots at Liverpool generally?

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*J. W. Buckle,
Esq.*

*(25 May.)
1821.*

*George Brown,
Esq.*

(31 May.)

George Brown,
Esq.

(31 May,) 1821.

—They are conducted by a committee of thirteen, chosen out of the number of commissioners appointed under the Act of Parliament, five of whom are sufficient to act as a committee. The pilot boats are eleven in number, and I think on the average they have about fourteen in each boat, about 160 altogether; they sail in rotation; they have different stations at sea, to which they go for the purpose of boarding vessels. The greatest distance is about seventeen leagues off the point of Linis, in the island of Anglesea; after the westernmost boat boards all her men, she returns to Liverpool, and the nearest boat to her takes her station. There are six boats always out; there are five different stations, and they take their turns in rotation. If the ships pass the most distant station, they are boarded by the boats which are nearer the port of Liverpool, as they fall in with them. It is the practice to have a boat always at each station; if they speak a vessel which is a foreigner, though they do not take a pilot on board, they are obliged to pay.

That is, a ship coming from a foreign voyage?—Yes; each boat divides the money it earns among its own crew, it is not a general fund, and their earnings upon the average are from 100*l.* to 112*l.* a year for each pilot; the boats have a certain proportion of the money earned, to defray their expenditure. All complaints are referred to the committee, and both parties have three days notice to appear. We hear each, and act accordingly. The branches are renewed annually, and when a pilot is appointed he pays six guineas for his branch, and three guineas yearly for its renewal, which forms a charitable fund for the general benefit of the pilots at large.

When a ship is brought in by a particular pilot, does he carry that ship again to sea, or is she taken out by another pilot?—It is quite optional with the ship-master; but we always recommend it as an encouragement, if a pilot brings a ship in, and acts well, that he shall take the ship out again; but there is no compulsion.

In case of misconduct on the part of the pilots, is it the practice of the committee to inflict punishment of any description; and if they do, what is it?—We can inflict no punishment; but they are fined, suspended, or broken, according to the degree of the offence.

What are the rates of pilotage now paid on British ships, arriving from foreign voyages, and departing on foreign voyages from Liverpool?—The pilotage, for the greatest extent, is 9*s.* per foot, which is the utmost that the Act of Parliament allows.

Is that rate paid on all ships bound on foreign voyages?—Inwards, and half the sum outwards; there are different stations, and different prices are paid; when they come to the second station it is reduced 1*s.*; and there is a third station, where it is reduced one-half. The pilotage outwards is one-half of the pilotage inwards; that is, as far as respects British ships.

When outward bound ships are detained in the river by contrary winds, or other circumstances, with pilots on board, what allowance is given to the pilots for the occupation of their time?—5*s.* a-day.

What rates are paid by foreign ships, under similar circumstances?—Foreign ships pay 12*s.* inwards, and in that proportion in the other circumstances mentioned.

Have you had occasion to hear complaints of any description, made by the owners or masters of ships, or others, of the system, regulations or conduct of the pilots of the port of Liverpool?—We have complaints against them individually, very frequently, which we sit to decide upon.

The Committee speak to the general regulations?—I think there was one letter not a great while ago, but I think there are not many complaints of the charges.

From your experience as a merchant and ship-owner, do you consider the rates of pilotage high at Liverpool, in proportion to what are paid at other ports?—I am not much acquainted with the charges of other ports, but I do not think they are overpaid.

Are you acquainted with the rates of pilotage paid in the port of London, in the river Thames?—No; our pilots have certainly a great deal of fatigue; they are always out; for the moment they come in, they get upon the less station again.

Is a pilot relieved from the charge of the ship, when bound inwards, before she is docked, and placed in a state of perfect safety?—He is not permitted to leave her till she is in a place of perfect safety; he ought not to do it, but sometimes they do change, and come on shore, and put another pilot on board.

Jovis, 14^o die Junij, 1821.John Hall,
Esq.

(14 June.)

AND the revenue of the corporation, derived from capital and rents of estates belonging thereto, about 9,300*l.*; to which is to be added 2,400*l.* interest, upon a capital of 60,000*l.* stock, purchased by them under the Act of Parliament, 52 Geo. 3, c. 39, for the establishing a fund, under the head of *Surplus Pilotage*, entirely collected from foreign shipping; by which Act all pilots are also obliged to contribute annually three guineas to the Trinity corporation. The number of those pilots, it is understood, are between eight and nine hundred; in 1816 they were, by the official returns, about 950; so that an amount of about 2,500*l.* per annum is collected from that source; but it is not known how that sum is appropriated.

As it appears that pilotage of ships is under the regulation of the Trinity corporation, the next head to which the Committee would wish you to go, would be pilotage; will you state what observations you have to make on the subject of pilotage, particularly with reference to foreign shipping?—The particular Acts of Parliament under which pilotage is regulated, one of which comprehends the Cinque Port pilots, as well as those of the Trinity-house, are as follow; 5 Geo. 2, 48 Geo. 3, c. 104, 52 Geo. 3, c. 39. The latter is the Act now in operation, under which all vessels are compelled to take pilots, whether inwards or outwards, with the following exceptions; British ships, navigated by masters, mates, owners, or part owners, residing at the Cinque Ports, and colliers: and also British ships trading to Norway, Cattegat, and North Cape, the White Sea, and the Baltic; and all British constant traders *inwards*, from ports between Boulogne inclusive, and the Baltic, coming up the north channel by Orfordness. Foreign ships are subject to a payment of one-fourth more of the rates of pilotage than a British ship, which fourth surplus pilotage is directed by the Act to be applied to establish a fund for the maintenance of decayed pilots. The 53d Geo. 3, c. 140, regulates the boatmen of the Cinque Ports, and fixes the rate of boarding-money. The 55th Geo. 3, c. 87, is an Act for relieving certain small foreign vessels, if loaded with corn or provisions, from the excessive rates of pilotage, and authorizes the Trinity corporation to take the pilotage on foreign vessels outwards by the *tonnage*, the same being payable inwards, as in all other cases, by the draught of water. The rates of pilotage generally have been regulated with reference to a state of war; they are much too high. In former times they were regulated by a scale, calculated according to the rate of half a guinea a foot; at present, eighteen shillings per foot is paid for the like service. The boarding-money also presses very heavily upon our shipping, but most so upon vessels of small tonnage. The obligation, by the Act, of taking the first pilot that offers, is one to which many objections may be stated. The custom of cruising separates the pilots from their families days and weeks, introduces bad habits, encourages idleness and drinking, and tends generally to demoralization. The evil of compelling pilots to be afloat, has been felt and admitted, for the Lords of the Council, in October 1818, exercised the powers vested in them by the Act, and suspended so much of the Cinque Port regulations as required that a certain number of pilots should always be afloat. Another evil attends the practice of cruising (which leads the pilots to meet ships many leagues at sea) in respect to foreign ships. The Act of Parliament relative to Trinity pilotage from the northward, directs, that no master of a foreign vessel shall be compelled to take a pilot until he shall arrive at Orfordness (unless, indeed, he should have been driven, or have arrived in any other pilotage water;) but if a master gives charge of his vessel to a pilot, no matter where, the pilot shall receive his pilotage according to the distance and scale affixed. Pilots have been in the habit of making an improper use of that regulation, by boarding vessels at a considerable distance from the land; and the moment that they enter on board, to perform some trifling act, which may tend to establish the right of a constructive charge of the ship, which is a species of trick the foreigner, from his ignorance of the laws and customs, is not able to guard against. Pilots have also been known in such cases, instead of taking the vessel straight to Orfordness, which they might have done, to deviate, and make the land further to the northward, by which the vessel is brought within the limits of another pilotage water, and the pilot becomes entitled to a much greater rate of pilotage. It may be said, that punishment may, under the Act, be inflicted upon pilots who so conduct themselves; but those who know upon what

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(14 June.)

slight grounds a constructive charge of ship can be established, and the difficulty of bringing a pilot to punishment, will agree, that the foreign master is at their mercy. The regulation, of not allowing a pilot who brings a ship up, to take one down, is exceptionable. There can be no reason, if a pilot is qualified to bring a ship up, that he should not be equally qualified to take one down; the effect, however, of that regulation is, to deprive the pilot of a large proportion of his pilotage dues, which are spent in paying the expenses of his back carriage, besides loss of time; whereas, if a pilot were permitted to bring ships upwards, and take them downwards, it would also afford the means of lessening the rates. The number of pilots is too great; the Corporation ought not to have licensed so many, there not being sufficient employment for them. There does not appear any reason why constant traders should not be relieved from the compulsory part of the Act, as applicable to the pilotage *outwards*; being exempted from the rates inwards, upon the ground that the masters, from their great practice, are quite competent to that service; and that the vessels, in the short trade, make so many voyages that they could not bear the charge. Besides, the regulation under the Act, of obliging a vessel, for instance, bound from Boulogne, Calais, Dunkirk, Ostend, or the Scheld, to London, to deviate from her regular course, and sail to the northward, in order to the entering of the north channel by Orfordness, so as to bring her within the exception of the Act, is so truly objectionable, that it has created great surprize how the Elder Brethren of the Trinity corporation, who are (at least the acting ones) nautical characters, could have allowed such a gross absurdity to creep into the Act. The regulation under 55 Geo. 3, which is intituled, "An Act to grant *relief to Foreign Vessels*," under which the Trinity-house charge the pilotage on Foreign vessels *outwards*, by the tonnage, operates in a way diametrically opposite to the preamble; for so far from giving *relief* in that respect, the Foreign ship, on account of her construction, pays *more* pilotage, if taken by the tonnage, than upon the draught of water; so that ingenuity seems always to have been alive to the principle of making the Foreigner pay *more* than the British ship.

Which do you consider constant traders?—The constant trader is defined by the Act, to be from Boulogne to the Baltic. Most of those vessels would voluntarily take pilots to Gravesend, and some as low as the Nore, considering that the navigation of the river may render that assistance prudent; the *compulsion* is what is complained of. The power, under the Act, of allowing pilots inwards to quit ships at Gravesend, is frequently attended with considerable inconvenience. All Trinity and Cinque Port pilots ought to be qualified for bringing ships into the port of London up to their moorings. The quitting the vessel at Gravesend, sometimes subjects the owners to an additional rate of pilotage and delay. The practice on the part of the Corporation, of charging masters of Foreign vessels with pilotage, whether they have had pilots or not, is truly vexatious; and, in most cases, illegal. Considerable inconvenience is felt by the regulation of the Corporation, in cases where ships have been assisted by fishermen or unlicensed persons (regular pilots not having presented themselves.) By the Act, those persons are liable to be turned out of the ship by any licensed pilot, who may ultimately present himself; and a great difficulty arises in the mode of awarding compensation to the person so described; in some instances, it being refused by the Trinity-house altogether. The effect of that regulation, and the difficulties attending the recovery of suitable remuneration, is to prevent fishermen lending prompt assistance to vessels when met with at sea; the masters of which are anxious to obtain pilots, but none offering, wish to avail themselves of the best assistance they can obtain. The 58th section of the Act, rendering consignees of ships liable for the pilotage, has also proved, in many instances, vexatious. Extraordinary pilotage of vessels, outward-bound, has sometimes been claimed of the correspondents of such vessels; which, under the Act of Parliament, they are liable to pay, and which the correspondents, after closing all accounts, are called upon to advance: the principle is objectionable. Why should an innocent party be made responsible for the debts of others?

Do you mean abroad?—No, in this country; for, as stated, it frequently happens, that no funds remain in the hands of the correspondent, to satisfy any such demand. The 22d section of the Act has also been construed in a manner which bears unjustly upon the masters of loaded vessels, who are desirous of moving them in the port itself. The section authorizes the master or mate of any vessel which shall have been brought into the port of London by a regular pilot, to move such vessel

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(14 June.)

vessel from mooring to mooring. In availing themselves of that privilege, it frequently happens, that they employ a waterman, to assist in carrying out kedges and ropes; in the performance of which, the waterman, sometimes, finds it necessary to be on board the vessel; such service the Trinity-house have construed to be an act of *pilotage*. Now it is, in the nature of things, almost impossible for the master of such vessel, having employed a boat for the purposes before described, to avoid receiving the benefit of the directions of the watermen. I have paid pilotage, claimed under such circumstances, as a penalty, to licensed pilots. A very considerable grievance is also felt in the port of London, from the circumstance of there being no public office or officer whatever charged with the management or regulation of business relating to the Cinque Port pilots. If any matter of complaint arises, or application becomes necessary, it must be made to Mr. Payne, of Dover, who acts also as the attorney for the Cinque Port pilots, who have some fund devoted to law purposes. In many instances, legal proceedings have been instituted against captains, which never would have been resorted to, if opportunity of explanation had been afforded; as, upon such explanation, the proceedings have been withdrawn; but upon condition of paying costs, which, in many instances, have not been trifling; and such proceedings have, therefore, often been vexatious. The rates of Cinque Port pilotage were also established during time of war: they will, in my opinion, admit of reduction. Having suggested, that the owners of vessels, arriving from the westward, should be allowed to select whatever pilot they may think fit to give preference to, it will be necessary, in order to prevent extortion, in bringing off such pilots as signals may have been made for, that it should be enacted, that no higher rate of boarding-money shall be charged than allowed by the Act; and as the amount of boarding-money, as before-mentioned, is felt particularly oppressive, I should suggest, that, instead of Dungeness being the first point of boarding, that it, in future, should be Folkestone; and that the rates of boarding should be as follow: At Folkestone, under 100 tons, 1*l.* 1*s.*; from 100 to 200 tons, 1*l.* 11*s.* 6*d.*; from 200 to 300 tons, 2*l.* 2*s.*; above 300 tons to 400, 2*l.* 12*s.* 6*d.*; and any ship above 400 tons register, 3*l.* 3*s.* At Dover, under 100 tons, 15*s.* 6*d.*; 100 tons to 200, 1*l.* 1*s.*; 200 to 300, 1*l.* 11*s.* 6*d.*; above 300 to 400 tons, 2*l.* 2*s.*; and above, 2*l.* 12*s.* 6*d.* There is one other division, which is the Downs: ships, if boarded there, under 100 tons, 10*s.* 6*d.*; from 100 to 200 tons, 15*s.* 6*d.*; above 300 tons to 400, 1*l.* 11*s.* 6*d.*; and any ship above that, 2*l.* 2*s.*; and I would recommend, that all vessels under 70 tons, be exempt from any charge of boarding-money, except in cases of peril or distress. I would further suggest, that the present rates of Cinque Port pilotage should be reduced 20 per cent, and the number of the pilots also diminished, the necessity of which is universally admitted; and the principle, in fact, has, I believe, already been acted upon, as I understand the number of Cinque Port pilots at present to have been reduced, and that it is not the intention of the Lord Warden of the Cinque Ports to appoint any more pilots for the present. The rate of other pilotage, under the Trinity corporation, I should recommend should be reduced ten per cent. My reason for making the distinction between the Cinque Port pilots and the Trinity corporation pilots is, that the Trinity corporation pilots are obliged to pay for their own boarding, whereas the Cinque Port pilots are put on board at the charge of the ship. The number of licensed Trinity-house pilots at present, I understand to be between 800 and 900; they contribute annually each three guineas, which is received by the Trinity corporation; but how this money is applied, or how appropriated, is at present not known. The principle of charging a Foreign ship with one-fourth more rate of pilotage than a British, is most ungracious, more particularly when it is considered that it goes to establish a fund, under the head of Surplus Pilotage, for the maintenance of decayed pilots, but to which British shipping does not contribute. The 56th section of 52 Geo. 3, c. 39, is directory, and orders, that the money collected under the head of Surplus Pilotage, shall be applied to a fund for the better support and maintenance of such pilots as shall become incapable of discharging their duty, from age, accidents, or permanent infirmity. It appears, that a gross amount of collection under this Act, for that purpose, has been made of about 90,000*l.* by the Corporation, and about 12,000*l.* more by the Lord Warden of the Cinque Ports, that portion being by the Act directed to be separately applied. The Corporation of the Trinity-house, according to the printed papers laid before the House of Commons, in the year 1816, considered an accumulation of 12,921*l.* as sufficient to constitute a fund for all the purposes of the Act. It appears, however, that 5,000*l.* have been applied towards

John Hall,
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(14 June.)

the building of almshouses, and that 60,000*l.* stock has been created; the accumulation of the money, indeed, appears to have been so unexpectedly great, that they have applied a large proportion of the receipts towards the relief of *widows, wives, and children* of pilots not authorized by the Act, which is specific in directing the fund to be applied only for the *relief and support of pilots* incapable of discharging their duty. It would appear, therefore, that the monies received by the Trinity corporation under the said Act, are more than sufficient for the purposes for which it was passed, as they have a sum in hand more than necessary to meet the demands of *pilots*, to whom the monies under the Act can alone be legally applied; and there cannot be any reason, therefore, why this surplus pilotage, which is a most objectionable tax on Foreign shipping, should not cease to be collected; the spirit and letter of the Act, as far as the intention of the legislature was declared, having been satisfied.

You have stated in your last answer, a calculation of a new rate of pilotage, as well as of boarding-money; will you state upon what principle that calculation has been formed, and with reference to what considerations?—The ground on which my opinion is formed, with respect to the alteration, is, by reference to the rates of pilotage which existed previous to the war, as compared with the increase that took place since and in war time. I consider also, that the freights have since experienced material reduction, and the shipping interests of the country labour under considerable depression. The proposed reduction would still leave to the pilot a considerable advance of charge beyond what existed in the former peace; and I contemplate also a material advantage pilots would derive in emolument, from the proposition I have submitted to the consideration of the Committee, of pilots being permitted to take ships downwards as well as upwards, by which they would secure the advantage of double employment.

Would not the effect of the regulations, considerably lessen the number of pilots that were necessary?—That regulation would certainly render a less number of pilots necessary, but the number at present licensed, is very far beyond any purposes the trade can require; in many instances therefore, in consequence of the number of pilots greatly exceeding the demand for their services, they have not the means of gaining a respectable livelihood, but barely, in some instances, means of subsistence. I think pilots ought to be men of rather superior character, and ought to have the means of gaining a subsistence, to maintain them respectably; nothing has tended to degenerate them more, than the compulsion, under the Act, of making the master of a ship take the first pilot that offers, and the fact of their numbers having been increased beyond the necessities of our trade.

Acquainted as you are, with the general trade of the country, can you state what, in your contemplation, would be in time of peace a sufficient number of pilots to answer the demands of the trade?—It may be difficult to answer that very correctly, but I should think, that with regard to the trade of the port of London, 100 Cinque Port pilots would not only be sufficient to answer any demand that could be made by the trade, but the reduction in number would materially improve the condition of the remainder. With respect to the Trinity-house pilots, I apprehend that one half the present number would be quite sufficient for the like purpose; it may be difficult to reduce them, but a plan might be adopted, drawing the line at a certain period of service.

Veneris, 15^o die Junii, 1821.

POST OFFICE REGULATIONS in respect to Ships from Foreign Parts in London.

John Hall,
Esq.

(15 June.)

ARE there any other matters of regulation to which you wish at present to draw the attention of the Committee?—There is a regulation in respect to the Post Office, which requires some alteration. By the Act of the 54th of Geo. 3, c. 169, the captain of every vessel arriving from foreign parts, previously to being allowed to report inwards, is obliged to make a declaration, before such person as may be appointed to receive the same by the Postmasters General, as to whether he has any letters on board, or not. Under the existing regulations, the office where such declaration is required to be made, is situated in Lombard-street, which being at a distance from the Custom-house, is frequently productive of serious inconvenience, and I may say, in some instances, of loss to the owners of ships and cargoes; as it

it does sometimes happen, that the time which it is necessary to devote for the purposes of going to the Post Office to make the declaration, and returning to the Custom-house, prevents the captain from making his report until the following day. Now, as the Postmaster General has the power under the Act, of appointing whomsoever he thinks fit, to take the declaration required, and as the Lords of the Treasury have been pleased to direct that the officers of the Customs shall render every assistance in the execution of the said Act, nothing can be more easy than for the Postmasters General to authorize the clerk of the ship entries, who takes the report of the ship at the Custom-house, to receive the declaration in respect of the letters at the same time.

*John Hall,
Esq.*

(15 June.)

Does any security arise to the collection of the revenue of the Post Office, from this circumstance, which you state as being one of the inconveniences to which the trade is exposed?—None whatever, that I am aware of, as the object of the Act can be equally carried into effect by a declaration before the clerk of the Custom-house, as before the person appointed by the Postmasters General in Lombard-street; for if the captain is the bearer of any letters, he can just as well deliver them immediately after his report, as before; stating in his declaration how many letters he has; and in the event of his having no letters on board, the course is quite simple.

Do you know whether any application has been made to the Government or to the Post Office, on this subject?—I have lately made a representation upon the subject to Mr. Freeling, which has produced an answer, stating generally, that the adoption of such a regulation would be attended with inconveniences. I have applied to the secretary of the Post Office, to request that he will have the goodness to state what the inconveniences are to which he alluded, not being aware of any that cannot be easily provided for; but I have received no reply to that letter.

Do you know whether similar applications have been made from any other quarter, or at any other time?—Of that I am not aware; but I am able to state, that the complaints of the inconvenience to which the shipping interest and others are at times exposed, in consequence of the regulation alluded to, have come repeatedly under my own observation.

Mercurii, 20^o die Junii, 1821.

ARE you aware, whether or not the captains of ships are, under the existing regulations, compelled, previous to reporting their vessels, to attend at the Post Office, to declare whether or not they have any letters in charge?—The captain of every vessel is obliged to make such declaration at the Post Office, of which he obtains a certificate, and without that his vessel is not allowed to be reported.

*Lewis M. Simon,
Esq.*

(20 June.)

Are you of opinion, that all the advantage attending the report being made at the Post Office, would be obtained by a similar report being made before the collector of the customs?—The same declaration, made at the Custom-house, would answer every purpose, and save a great deal of unnecessary trouble; not only the additional distance is inconvenient, but that office closes at two o'clock, and it often occasions the loss of a day.

Jovis, 21^o die Junii, 1821.

ARE you acquainted with the charges of pilotage in the Channel?—I am acquainted with the charges of pilotage from the Cinque Ports to London; I can speak more particularly to that.

*E. S. Curling,
Esq.*

(21 June.)

Are the charges of pilotage upon Foreign ships and British ships different?—They are; the Foreign ship pays one-fourth more pilotage than a British ship.

Does any inconvenience arise to the Foreign ship, except the additional charge, from the obligations they are under from the laws of this country relating to pilotage?—I am not aware of any particular inconvenience beyond the extra charge, that they are subject to, as regards pilotage.

Is it considered as a great grievance by Foreigners?—It is.

Have you any particular observation to make upon the charges for pilotage, or the manner in which pilotage is conducted under the law, as it now stands, either in respect to the Cinque Port pilots, or those belonging to the Trinity-house?—I consider that pilotage, during the present period of peace, and the depressed state of British shipping, requires reduction; and I consider, that there are many circumstances, particularly the mode of governing the Cinque Ports pilots, which require revision and alteration.

*E. S. Curling,
Esq.*

(21 June.)

Will you state the particulars to which you allude?—I think that ships ought not to be compelled to take pilots until they get off Dover or the South Foreland lights, and then at a reduced rate of charge for putting the pilots on board; connected with that, I consider the present system of their being only two pilot vessels within the jurisdiction of the Cinque Ports, to be inconvenient, and to require alteration. I consider that the system which has been proposed, of regulating and licensing a certain number of boatmen within the Cinque Ports, upon the principle recognized in the Act of the 53d Geo. 3. c. 140, would be productive of great and incalculable good, for the purpose of cruising with pilots or supplying ships with them on rates to be hereafter arranged; and in addition, to identify the boats by the sails being marked, which has been partially acted upon at Dover. I think that alterations should be made in the Pilot Act, in consequence of the number of penalties which have been inflicted on commanders of ships ignorant of its provisions. I know one instance in which 1,500*l.* mitigated penalties were paid by the owners of an East India fleet to the Fellowship of Dover, in consequence of actions having been brought against them for breach of the Pilot Act. I am of opinion, in the event of a revision of the Pilot Act, and adopting a system for regulating the boatmen of the Cinque Ports, that the bye-laws of the pilots, and the minor regulations for the government of the boatmen, should be so framed as to promote the proper discharge of their respective duties. I am of opinion that ships requiring pilots, would then be more certain of being supplied from some of the numerous licensed boats, than under the present system from the two pilot cutters; and thereby encouragement would be given to the skilful and meritorious boatmen.

On what principle should you propose that the reduction in the rates of pilotage should take place, and to what amount?—I think a reduction might safely take place, so as fairly to protect the pilots, of about 15 per cent. I should propose it to take place by a gradual reduction; no new pilots being made, the vacancies occasioned by death or by superannuation would make up the difference to the remainder, the pilots being compensated thereby. I think a difference of five per cent in the reduction might be made, between summer and winter. On ships exceeding eight or nine hundred tons, including the valuable ships of the East India Company, the present rates might be continued.

Upon what ground do you state that opinion?—In consequence of their extreme value and draught of water; and I feel the more confident in stating this, recollecting that when an application was made by the Society of Ship-owners, of which I am a member, to the East India ship-owners, upon the occasion of a bill before Parliament upon this subject; on proposing a reduction in the rates, they stated they did not wish for any reduction at all upon ships of that class.

They pay according to their tonnage, do they not?—No; they pay according to the draught of water; but there is no comparison between the value of their cargoes and freights, and those of ships in general.

To what extent do you propose to accompany that reduction, by the number of pilots?—I think the pilots now are about 120; if they were reduced to 90 in the Cinque Ports, during the period of peace, it would, in my judgment, be sufficient.

Are you of opinion, that ships should have the power of choosing their own pilots; or do you think the system should continue as it is now established, and that the pilots should be taken by rotation?—I think that choice pilots should be allowed upon all ships and vessels exceeding 400 tons measurement; and although such alteration might, at first, operate in favour of those most known, yet, ultimately, by exciting emulation amongst others, it would encourage them to a more zealous and proper discharge of their duties. During the period of war, choice pilots were not allowed, because the effect would have been to deprive His Majesty's ships of the most experienced pilots; the pay being more, and the risk less, in merchants ships than in ships of war.

Was that the case, previous to the last Act, known by the name of Mr. Rose's Act?—I think it was.

That Act was passed in the time of war?—It was.

And you understood that to be the reason on which the merchant ships were deprived of the choice which they before had?—That was one of the principal reasons, as well as I recollect, why the regulation was made.

Do you think it would be a great convenience to the trade, and a considerable saving of expense, if the pilots were permitted to pilot ships both upwards and downwards, instead of being confined to one voyage?—I think it would be attended with the best effect to both, a considerable expense being saved in the travelling charges, to which each are liable at present.

Suppose

Suppose a ship sailing through the straits of Dover, would she be boarded by any boat, and the charges attending those lights be demanded?—I have no doubt, if bound to the westward, and she was in a situation that a boat could approach her, and was seen by the collector, that he would go on board and demand those light dues. I would beg further to state, that, in respect to the pilots, it would be useful if the magistrates of London had a jurisdiction in settling disputes relative to pilotage.

*E. S. Curling,
Esq.*

(21 June.)

Do you mean the court of aldermen?—No; the police magistrates to have a jurisdiction given them under an Act of Parliament; this would not be difficult, because the rates would be arranged in the Pilot Act previously; many ship-owners have been put to very great expense, in consequence of actions having been brought against them, under the Pilot Act, by Mr. Payne, of Dover.

Are you particularly acquainted with Ramsgate harbour?—I am.

Do you think that the establishment of Ramsgate harbour is more than sufficient for its purposes?—I do.

Will you state to what extent?—I think that the establishment of a board in London not to be necessary. I consider the very extensive stone building lately erected, to be quite unnecessary for the purposes to which it is appropriated.

To what building do you allude?—It is a storehouse, I think I may call it, and cost a considerable sum, being built of stone.

For what purpose is it intended to answer?—It is used, in part, as a storehouse for the spare buoys of the Trinity-house. I would state, that the boatmen of the Cinque Ports, having lately solicited the ship-owners to be licensed and regulated, I am of opinion, that measure should be adopted when the Pilot Bill is before Parliament. The boatmen of the Cinque Ports at present are in great distress, undoubtedly.

To what cause do you impute that distress?—Principally in consequence of there being less employment for them as boatmen; very considerably less, owing to the ships not being detained in fleets, as they were during the war.

Mercurii, 6^o die Martii, 1822.

THE next point is the Pilotage; can you speak to that at all; is there any thing in the duties for pilotage that you think affects injuriously the Foreign shipping?—Pilotage is infinitely more injurious to the British shipping; it bears particularly hard upon British ships, more particularly for instance some British vessels coming into England from one port are liable to pilotage, when the same vessels coming from another port would not be; a British ship coming from Antwerp would be liable to take a pilot, if she came from Hamburgh she would not; and I myself know an instance where it has been ascertained, that a ship stretching over to get into the North Channel has been lost; whether to avoid taking a pilot or not, I do not know; it may be so.

*Lewis M. Simon,
Esq.
(6 March.)*

What is the reason of that distinction?—The Act of Parliament; I know of no reasonable ground of distinction; there can be no practical ground.

What is the reason given?—The Act of Parliament exempts vessels coming up the North Channel; the vessel in order to get into the North Channel would come across; I have known a ship from Antwerp lost in attempting to cross to get into that channel.

Do you know many instances of that?—No.

Do you know of many Antwerp vessels crossing to avoid taking a pilot?—Antwerp vessels are obliged to evade the pilotage in a great measure, which they do by having a Cinque port mate or captain; the Act of Parliament has made an exemption in the case of masters and mates belonging to the Cinque ports, consequently rather than pay the pilotage, they evade it by getting a Cinque port mate. I will also beg to remark, that the boarding-money is exceedingly oppressive; a ship coming from the westward, whether of 500 tons or 30 tons, is bound to carry a flag for a pilot; they pay the same sum for putting this pilot on board, whatever their tonnage may be; five guineas is the boarding-money off Dungeness, for which all ships are equally liable; three guineas at a certain point of Dover; two guineas at another point of Dover, and a guinea from the Downs.

Is that under the Pilotage Act?—Yes, by the Act of Parliament.

Lewis M. Simon,
Esq.

(6 March.)

Do you not consider that there is a difference in the risk in a pilot going on board a large or small vessel, from the small vessel coming so much nearer to the shore, than the other vessel can possibly do to receive the pilot?—Certainly.

Is it your opinion then, that the amount of boarding-money should be regulated according to the size of the ship?—Undoubtedly, there ought to be some modification of that sort.

And that, in each of the stations where it usually takes place?—Yes.

Do you object to the amount of pilotage-money for conducting ships?—The pilotage, so far, bears very hard upon British ships, because they could do without it. Ships engaged in the short trade are perfectly able to do without it.

Is there not a relief in the Act of Parliament given to ships in the short trade?—Yes, but only in the way I have mentioned.

Would it be a great advantage, if the same pilot was permitted to conduct ships both up and down?—They are, many of them, warranted both ways.

Is that the usual practice?—Yes, it is; it would not be convenient to the Downs pilots; they would not like to wait to take the same ship down.

They might take another?—Yes; but the pilots here have their own particular connections, and the Dover pilots would not be likely to obtain a ship. I cannot say that I remember an instance of a Deal man taking a ship down, but I think it is, because they go home immediately to get another ship.

Do you know how the pilotage is charged now?—By the draught of water; I can produce the rates.

Do you conceive those rates to be too high?—As far as relates to British vessels, in the short trade, they might be abolished altogether; by vessels engaged in the short trade, I mean those vessels who make eight or nine voyages a year.

Do you mean that they could do without a pilot?—Yes, they know the coast as well as any pilot on the coast; they are obliged to evade it in every possible way, it is so heavy upon them. British vessels, belonging to the Cinque Ports, are exempt from taking pilots.

What is the distinction between Hamburgh and Antwerp, that should make it necessary to take a pilot in one case and not in the other?—Because in the one case they come into the Channel by the Swin, and in the other case by the Foreland.

Do you know if any regulation exists, that prevents a pilot, who has brought up a ship, from taking one down?—I am not aware of any such regulation; I submit, that the rule as to British ships in the short trade, would not apply to Foreign ships, who cannot be expected to know our own coast so well.

Do you think the regulation, as to pilotage, presses hard upon Foreign ships?—Certainly it does; it is much higher; it is twenty-five per cent higher upon Foreign than British ships.

In any other point, do you think it presses hard upon them?—No; I think they ought to take pilots when they come here; they take care that we shall, when we go there.

Are not British ships obliged, in Foreign ports, universally to take pilots?—Always; in all the ports of France or Holland that I am acquainted with, or to pay for them if they do not take them.

Do English ships pay more in Foreign ports, than the vessels belonging to those ports do here?—I believe they do, but I am not quite certain.

Have not the rates of pilotage, in the last few years, been much increased?—They have; by a late Act of Parliament, within these eight or ten years.

In your opinion, would they not bear a material reduction at present; in fact, are not the pilots too well provided for?—Not being aware of the scale upon which they were originally formed, I cannot say; the pilots deserve to be well paid, for they go out in all kinds of weather; let vessels be out in the worst of weather, such as last night for instance, they would find a pilot; which is not the case on the Continent; there in bad weather the pilots always go in, instead of coming out.

Do you know at what rate the increase was made a few years ago?—No; I do not.

If the pilots had, generally, the liberty of taking charge of a ship up and down, assuming that regulation to exist, might not the number of pilots be very much reduced, and still those that remained be equally well paid, at a much lower rate of charge?—Undoubtedly.

Would

Would not the adoption of such a measure be very beneficial to the British shipping interest?—Certainly; inasmuch as it would decrease the price of pilotage; for it bears peculiarly heavy upon British ships.

Lewis M. Simon,
Esq.

Do you know the number of pilots?—No, I do not.

(6 March.)

Has a ship, coming off Dover or off the coast, in want of a pilot, the power of choosing her pilot, or must she take the first that comes?—I apprehend she must take the first that offers, when coming from sea; here they have a right of selection; they may choose their own pilot; I am not perfectly aware how it is when homeward-bound.

Do you think it would be beneficial if they had the power of selection, when coming in?—I do not think it would make the slightest difference.

Do you know whether there is any limitation to the number of pilots?—I believe the Cinque Ports pilots are limited by Act of Parliament, but not the Trinity-house pilots.

Do you know the number of the Trinity-house pilots?—I do not, at present.

Do you know whether there is any addition made to them?—There are constantly additions to them; fresh pilots warranted.

Is the same number of pilots required at present, as during the war?—I really do not know, but I should think a great many more; there are a great many more ships going in and out.

Lunæ, 11^o die Martii, 1822.

IN the course of your last examination, it was the wish of the Committee that you should produce accounts and papers of different sorts, relative to different points that occurred in that examination; are those accounts now ready?—I have them all, I believe; I was desired to bring a statement of the retrospective and the prospective lights; I have brought a case of each. I beg to state, it is the invariable custom to charge them on every occasion, both retrospectively and prospectively.

(11 March.)

[*The Witness delivered in the Paper, which was read, as follows.*]

“Retrospective Lights:

“The *Aventuur*, belonging to Hanover, 93 tons measurement, Hofker, master, arrived here on the 19th December 1821, from Rouen, and was charged with the lights from *Holland to France*, as well as from *France hither*.”

“Prospective Lights:

“The *Anna Sophia*, belonging to Holland, 104 tons measurement, Tapper, master, on her passage lately from Rotterdam to Belfast, put into Penzance, and was there boarded by the collector of the lights, and obliged to pay the light duties, not only to Belfast, but *back again* to Holland, amounting to 26*l.* 18*s.* 1*d.*”

You were desired next to produce a statement of the rates of pilotage; have you brought that with you?—I have.

[*The Witness delivered in the same, and it was read, as follows.*]

TABLE of the RATES of PILOTAGE for piloting Ships from the River to the Downs, and up and down the North Channel from and to Hosely Bay, or from or off the entrance of the Thames to London, and to Sea from the River.

From		To		7 feet and under.		8 feet.	9 feet.	10 feet.	11 feet.	12 feet.	13 feet.	14 feet.	15 feet.	16 feet.	17 feet.	18 feet.	19 feet.	20 feet.	21 feet.	22 feet.	23 feet & upwards.																
		£.	s. d.	£.	s.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.																
The Sea, Orfordness, the Downs, Hosely Bay, and vice versâ.	Nore or Warps -	4	-	4	10	5	-	5	10	5	15	8	-	8	10	10	5	11	16	12	10	14	-	15	10	18	-	20	-	-	-	-	-	-	-	-	-
	Gravesend, Chatham, Standgate Creek or Blackstake -	5	-	5	17	6	14	7	10	8	5	9	15	11	5	12	-	15	6	18	2	21	-	23	2	25	4	27	6	-	-	-	-	-	-	-	
	Long Reach -	5	5	6	2	6	19	7	15	8	12	9	10	11	15	14	6	20	4	23	2	24	-	25	-	27	-	29	-	-	-	-	-	-	-	-	
	Woolwich, or Blackwall -	5	15	6	12	7	9	8	5	9	5	10	12	-	13	10	17	15	8	17	14	21	5	22	6	30	-	-	-	-	-	-	-	-	-	-	
	Moorings, or London Docks	6	6	7	1	7	16	8	11	9	15	10	12	10	14	5	18	10	22	6	25	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
The Nore or Warp, or thereabouts, and vice versâ.	Gravesend, Standgate Creek, or Blackstake -	2	2	2	7	2	11	2	15	3	5	4	2	4	10	6	6	7	-	9	9	10	8	8	-	10	10	11	11	-	-	-	-	-	-	-	-
	Long Reach or Chatham	2	10	2	15	3	-	3	5	3	15	4	14	5	2	6	7	9	-	11	11	10	10	10	11	12	12	13	13	-	-	-	-	-	-	-	-
	Woolwich or Blackwall	3	-	3	7	3	14	4	-	4	10	5	18	6	6	7	15	10	12	12	12	14	-	13	13	15	-	-	-	-	-	-	-	-	-	-	-
	Moorings or London Docks	3	10	3	17	4	4	4	10	5	5	6	15	7	5	8	15	12	14	15	-	25	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Reach	-	10	-	16	1	2	1	7	1	12	2	7	2	12	3	7	6	3	17	6	5	3	17	6	5	6	-	-	-	-	-	-	-	-	-	-
Gravesend Reach, and vice versâ.	Woolwich or Blackwall	1	5	1	10	1	15	2	8	2	18	3	18	4	5	5	10	6	15	9	15	8	5	9	15	10	10	-	-	-	-	-	-	-	-	-	-
	Moorings or London Docks	1	10	1	17	2	4	2	10	3	-	4	10	5	-	6	10	8	10	9	15	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Sheerness or Blackstake	3	-	3	4	3	7	3	10	4	-	5	10	6	-	7	10	8	10	-	-	8	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Chatham -	3	10	3	14	3	17	4	-	4	10	5	10	6	10	7	10	8	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Woolwich or Blackwall	1	-	1	4	1	7	1	10	2	-	3	10	4	-	5	12	6	7	9	10	7	6	-	9	10	-	-	-	-	-	-	-	-	-	-	-
Long Reach, and vice versâ.	Moorings or London Docks	1	10	1	14	1	17	2	10	3	-	4	10	5	-	6	6	7	-	10	10	8	5	-	9	10	-	-	-	-	-	-	-	-	-	-	-
	Sheerness or Blackstake	3	10	3	14	3	17	4	-	4	10	5	10	6	-	7	10	8	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Chatham -	4	-	4	4	4	7	4	10	5	-	6	10	7	-	8	10	9	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Moorings or London Docks	1	-	1	4	1	7	1	10	2	-	3	10	4	-	5	12	6	7	10	-	8	10	-	9	10	-	-	-	-	-	-	-	-	-	-	-
	Sheerness or Blackstake	4	-	4	4	4	7	4	10	5	-	6	10	7	-	8	10	9	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Woolwich or Blackwall, and vice versâ.	Moorings or London Docks	1	-	1	4	1	7	1	10	2	-	3	10	4	-	5	12	6	7	10	-	8	10	-	9	10	-	-	-	-	-	-	-	-	-	-	-
	Sheerness or Blackstake	4	-	4	4	4	7	4	10	5	-	6	10	7	-	8	10	9	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Chatham -	4	10	4	14	4	17	5	-	5	10	6	10	7	10	8	10	9	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Moorings or London Docks	1	-	1	4	1	7	1	10	2	-	3	10	4	-	5	12	6	7	10	-	8	10	-	9	10	-	-	-	-	-	-	-	-	-	-	-
	Sheerness or Blackstake	4	-	4	4	4	7	4	10	5	-	6	10	7	-	8	10	9	10	-	-	9	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Ships not having British Registers, are to pay one-fourth more of the Rates of Pilotage than stated in the foregoing Table (except chiefly laden with Corn or other provisions,) and which is to be paid at the Custom-house.

For half a foot exceeding the above draughts of water, the medium price between the two limits.

For intermediate distances, a proportionate rate.

For removing a ship or vessel from moorings into a dry or wet dock:

For a ship under -	-	300 tons	-	£. 0. 15. 0.
— - -	300 to	600	-	1. 1. 0.
— - -	600 to	1,000	-	1. 11. 6.
— - -	above	1,000	-	2. 2. 0.

In the River Thames, above Gravesend:

For a boat of a class carrying an anchor of above 4 cwt. with a corresponding towline, the rate -	-	-	-	2. 2. 0.
Ditto - - with an anchor above 2 cwt. and corresponding towline -	-	-	-	1. 11. 0.
Ditto - - with an anchor under 2 cwt. &c. -	-	-	-	1. 1. 0.
And for each man's service in those boats, 10 s. 6 d. per tide.	-	-	-	6 d. per tide.

Per trip for the whole distance from Gravesend to London, and in proportion for any part of that distance.

TABLE of the RATES of PILOTAGE for piloting Ships between the *Dudgeon Light*, its Parallel of Latitude, or the Northward thereof and Orfordness, for Ships above 14 feet draught of water.

From	To	£.	s.	d.
The Dudgeon Light, its Parallel of Latitude or the Northward thereof, and vice versâ	Orfordness	-	-	-
	Yarmouth Roads, either within or without the Sands	-	-	-
	Downs	-	-	-
		10	10	-
Yarmouth, and vice versâ	Orfordness	-	-	-
	Downs	-	-	-
Yarmouth Roads	Sea, through the Cockle, St. Nicholas, or over the Stamford	-	-	-
		3	3	-
Sea	Yarmouth Roads, through any of the Channels	-	-	-
		5	5	-
Smith's Knowl, and vice versâ	Orfordness	-	-	-
		5	5	-
Orfordness	The entrance of the Gateways, leading into Yarmouth Roads	-	-	-
		3	3	-

For Ships of 14 feet draught of water and under, two-thirds of the above Rates.

TABLE of the RATES of PILOTAGE to be paid for piloting Ships from the *Downs* to the *Isle of Wight*.

From	To	Under 7 feet.	From 7 feet to 10 feet.	11 feet.	12 feet.	13 feet.	14 feet.	15 feet.
The Downs	The Isle of Wight	£. s.	£. s. d.	£. s.	£. s.	£. s.	£. s. d.	£. s.
		3	15	5	12	6	7	17
				6	4	7	6	8
The Downs	The Isle of Wight	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
		9	-	9	9	13	-	15
				11	-	15	-	17
								18
Above 21 feet.								

Rates to be paid for Pilotage of Ships in and out of *Ramsgate*, *Dover*, *Sandwich* and *Margate* Harbours, are as follow ; viz.

Five Shillings per foot of the draught of water in moderate weather ; but if under circumstances of distress, such farther compensation as shall be awarded by Commissioners of Salvage for the *Cinque Ports*.

A TABLE of the respective RATES to be received by the Pilots of the Cinque Port Establishment, according to the Regulations established by this Act.

From - - - - - To		Under 7 feet.	From 7 feet to 10 feet.	11 feet.	12 feet.	13 feet.	14 feet.	15 feet.	16 feet.	17 feet.	18 feet.	19 feet.	20 feet.	21 feet.	22 feet.	23 feet & upwards.
The Downs -	Nore, Sheerness, Standgate Creek, Gravesend - - -	£. s. d. 5 5 -	£. s. d. 7 17 6	£. s. d. 8 13 3	£. s. d. 9 9 -	£. s. d. 10 4 9	£. s. d. 11 - 6	£. s. d. 11 16 3	£. s. d. 12 12 -	£. s. d. 13 7 9	£. s. d. 16 1 3	£. s. d. 19 - -	£. s. d. 22 1 -	£. s. d. 24 5 -	£. s. d. 26 9 2	£. s. d. 28 13 3
	Long Reach - - -	5 16 -	8 8 6	9 9 -	10 4 9	11 3 -	11 18 10	12 18 3	13 14 -	15 - 9	17 14 4	21 4 2	24 5 1	26 9 2	28 13 3	30 17 4
	Blackwall, or London Docks	6 12 3	8 19 6	10 4 9	11 - 6	12 1 6	12 17 3	14 - 4	14 16 -	16 13 9	19 7 5	23 8 3	26 9 2	29 7 4	-	-
Standgate Creek	Gravesend - - -	3 6 2	3 17 -	4 8 2	4 19 -	5 10 3	6 1 3	6 12 3	7 3 3	7 14 4	8 5 4	8 16 4	9 7 4	-	-	-

For every half foot exceeding 10 feet of the above draughts of water, an increased rate equal to the medium between the two limits is to be paid.

For intermediate distances a proportionate rate equal to half the difference between the two limits.

Ships and Vessels which shall be boarded by Pilots westward of the Downs, are to pay the several rates following:

For putting a Pilot on board, and for Pilotage to the Anchorage in the Downs.

1. From off Dungeness to the Downs	£. s. d. - - -	5 5 -
2. From the westward of Folkestone to the Downs	- - -	4 4 -
3. From the westward of Dover to the Downs, a ship to be deemed west of Dover until she shall have passed the flag staffs on the south pier head, on with the citadel on the eastern redoubt on the heights	- - -	3 3 -
4. From off Dover, and westward of the South Foreland to the Downs	- - -	2 2 -
5. From off the South Foreland, and to the northward of that Promontory, to the anchorage in the Downs, or for coming on board when at anchor there	- - -	1 1 -

Ships not having British registers, to pay one fourth more of the rates of pilotage, than is stated in this Table, except such as are chiefly laden with corn or other provisions.

To all the several rates above-mentioned shall be added £. 10 per cent, when the number of Cinque Port pilots shall be increased to 160; and £. 20 per cent when they shall be increased to 180; of which increased numbers respectively notice shall be given by the Lord Warden of the Cinque Ports, or by his authority, in the London Gazette, and in one or more newspapers circulating in the counties of Middlesex and Kent.

In the River above Gravesend:

For a Boat of a class carrying an anchor above 4 cwt. with a corresponding towline, the rate	£. s. d. 2 2 -	Per trip for the whole distance from Gravesend to London, and in proportion for any part of this distance.
- D ^o - with an anchor above 2 cwt. and a corresponding towline	1 11 6	
- D ^o - with an anchor under 2 cwt. &c.	1 1 -	

And for each man's service in those boats, 10s. 6d. per tide.

Trinity-house, London,
1st December 1814.

I stated, on the last occasion, that ships coming from the northward were not liable to pilotage, when ships coming from Antwerp were; the fact is, the *exemption*, by the 52 Geo. 3, c. 39, extends "to British vessels trading to Norway, the Baltic, and the White Sea; and constant traders inwards from ports between Boulogne and the Baltic, coming up the North Channel, *but not otherwise*;" so that a vessel coming from Hamburgh, and therefore entering the North Channel, is free from pilotage; but the same ship and captain coming from Antwerp and making the Foreland, must either run the risk of crossing over to the North Channel, or is compelled to take a pilot, giving thereby a very undue preference to the Cinque Ports pilots, to the prejudice of British shipping.

Lewis M. Simon,
Esq.

(11 March.)

The exemption is confined, not to the place from which they come, but the passage?—The sea into which they enter.

Do you happen to know whether there are many instances of vessels coming from Antwerp, or from Calais, or from Boulogne, or any of the opposite ports, making the Northern Channel for the purpose of avoiding pilotage?—The traders to Calais and Boulogne are invariably Cinque Port men, and they are exempt from liability to pilotage; but within my own knowledge, there are many instances of ships being totally lost, which, although I cannot have a moral certainty, I firmly believe to have been lost from trying to get into the North Channel, to save the pilotage.

Is the attempt to get into the North Channel attended with considerable danger?—Considerable; there being several sands intervening.

Do many vessels, which would naturally come by the other channel, come by that, to save the pilotage?—At present we have taken Cinque Port mates solely for the purpose of avoiding the pilot dues, which we cannot bear, as we are otherwise obliged to take pilots *outwards*.

Is the taking a Cinque Port mate attended with considerable expense?—It is not perhaps more expensive than taking another mate, but they are not always so well acquainted with their duty; any Cinque Port man is then appointed a mate.

Do you consider that as a great inconvenience to trade?—A very great inconvenience to trade certainly.

Are you much engaged in the short trade?—Solely.

What number of ships are you concerned in, in that trade?—I should think one hundred and fifty in a year at least.

If an English vessel went into any French port in the Channel, laden or in ballast, she would have to pay for navigation dues four francs twelve cents per ton?—She would.

In addition to that what would she have to pay for pilotage?—According to the local rate.

Are you acquainted with that rate?—I am not; but it is very small.

Do you happen to know whether the charge of pilotage amounts to a franc per ton?—The pilotage is per foot, but I am not aware of the precise amount.

Are British ships obliged to pay pilotage on entering any French port, within your knowledge, although they may not have a pilot on board?—I am not quite certain as to the French ports, but they are in the Dutch ports; Foreign vessels are liable to pilotage here, whether they have pilots on board or not, and the Foreign ships are also liable if they do not meet with a pilot; if they take a non-licensed pilot in this country, they must pay the Trinity pilotage also.

WHAT is the difference upon Foreign ships and British ships, of the payment made for pilotage?—Where British ships are obliged to pay, the difference is 25 per cent, what is called the Surplus Rate.

Joseph Windle,
Esq.

Have not you had some correspondence with Mr. Court, upon the subject of the demands for surplus pilotage?—Yes.

Out of what circumstance did that correspondence arise?—Out of our examining the documents, and finding, as we conceived, that we were surcharged 35 per cent, instead of 25.

What was the result of that correspondence?—I believe the Elder Brethren agreed to alter the rate of collection agreeably to the representation I made to them; they pay the pilot; we do not pay the pilot, but he comes to us with the captain's note of the actual draught of water the ship draws, and we fill in the note to the Trinity-house to pay the pilot. The Trinity-house, in measuring the ship, take the highest

Joseph Windle,
Esq.

(11 March.)

mark in the ship's sternpost, which is, in general, in our ships, two feet more than the ship actually draws.

Is that the mode in which they take it upon a British ship?—The English ships are paid on the actual draught of water; here the Trinity-house take two feet more than the ships draw; they make a fictitious draught for their own rate, and pay the pilot on the actual draught.

The one-fourth taken by the Trinity-house for themselves, is actually more than one-fourth?—Unquestionably, because they charge a ship outwards as a loaded ship, upon the highest mark she has upon her sternpost, which is six feet more than she draws frequently.

The pilot receives no more than for the actual draught of water?—Just so.

Supposing the highest mark on the sternpost was eighteen feet, and the ship twelve, the pilot will be paid at twelve, and they charge eighteen?—Yes; but the difference is not so much on a loaded ship inwards, she generally comes within about two feet; but outwards she will not draw so much by six or seven feet.

They regulate the outward voyage by the inward?—Yes, in taking their own surplus rate. I have an account of a ship which has been overcharged seven voyages, and the overcharge is 11*l.* 5*s.* 9*d.* for the seven voyages; the actual charge should have been 5*l.* 10*s.* 3*d.* and they have charged 7*l.* 2*s.* 6*d.*; making an overcharge of 1*l.* 12*s.* 3*d.* per voyage.

Have you obtained a return of the overcharge?—No; I made application for it three months ago, but I have obtained no answer to it.

This is the actual charge made upon you?—It is.

Have you any account of what you conceived to be an overcharge on any ship belonging to you, at different times?—I have; this is the account for one ship.

The Witness delivered in the same, and it was read, as follows:

An ACCOUNT of the claim of the Norway ship The *Anna Christine*, of which in the years 1818 and 1819, Rasunes Christensen was master; and in 1820 and 1821, Anders Larsen;—owner Anders Lindalil of Tonsberg.

	£.	s.	d.	£.	s.	d.
Charged for the under mentioned voyages, surplus pilotage on 16 feet draught of water, the vessel drawing only 15 feet, as per pilot's notes - - - - -	7	2	6			
Whereas it should have been, viz.						
Drawing inwards 15 feet draught of water; amount of pilotage }	£. 13	10	-			
Drawing outwards, in ballast, 10 feet - - - - - }	8	11	-			
One fourth of - - - - -	£. 22	1	is	5	10	3
Overcharge - - - - -			£.	1	12	3

Voyages made by said vessel, viz.

1818 - - 25th February - -	} - - Rasunes Christensen.
1818 - - 18th August - -	
1819 - - 25th June - -	
1819 - - 23d September - -	
1820 - - 14th March - -	} - - Anders Larsen.
1820 - - 8th June - -	
1821 - - 25th September - -	

Total seven voyages:

Seven voyages £. 1. 12. 3. - - - - each voyage is - - - - £. 11. 5. 9.

London,
26th Dec. 1821. }

(signed)

Windle & Krecft.

*Joseph Windle,
Esq.*

(11 March,)

Have you any complaint to make of the amount of the pilotage, independently of the mode of charging the one-fourth more?—Our ships complain very much of the exorbitant charges of pilots.

Do you know what proportion the charges made for pilots for Foreign ships bear to the charges made to British ships in Foreign ports for pilots?—In relation to Norway, I should suppose as three is to thirty.

Can you speak to Holland or France?—No, I cannot. I can to Copenhagen; I suppose that is as five is to twenty-five.

You were understood to state, that you have complained of the amount of surplus pilotage which has been charged upon you?—Very frequently.

Has the surplus charge, subsequently to that correspondence, been less than it was previously?—Yes; it has been altered according to my representation.

How long ago was that?—About three months ago.

Then up to the last three months, 35 was charged instead of 25?—Yes; this, in the paper I have delivered in, is 30 per cent.

Do you know any thing of the payments made by the pilots to the Trinity-house?—I believe it is three guineas per annum; besides that, I believe it is expected that the pilots shall pay from half-a-guinea to a guinea to the clerks at the Trinity-house.

Is that as a fee?—Yes.

Is that paid annually?—Yes; I believe the fee is voluntary; the three guineas of course is not.

What is the number of pilots belonging to the Trinity-house?—I do not know exactly belonging to the Trinity-house; but I believe altogether there are from 800 to 900 of them.

Is this three guineas charged on pilots belonging to the Trinity-house and the Cinque Ports?—I cannot answer whether it is confined to the Trinity-house pilots, but I believe it is.

Do you know for what purposes this is collected?—No; we none of us know that.

You do not know the appropriation of it?—No; the pilots, many of them, complain of the times, that they are very hard; some of them, I know, do not get more than four or five ships in a year.

Do you consider the number of pilots much too large for the trade at present?—Much too large; I think it has arisen from the war, when the shipping of this port were principally foreigners; but now there is little or no necessity for them, comparatively speaking.

When you stated the number at 8 or 900, you included the outports?—Yes.

You are aware that the rates of pilotage are established by Act of Parliament?—Yes.

From the instances you have quoted, you mean to show that the rates have been collected contrary to the Act of Parliament?—Contrary to law, certainly illegally; I believe the Elder Brethren are aware of that themselves, or they would not have made the alteration on my representation; I pointed it out on their own abstract; and, after having the thing three months before them, they seemed to adopt my plan. I only know that it was adopted, from Mr. Court telling us so, for I have had no answer to my representation, which is the custom of every other official board.

Have you the benefit of the alteration?—On all future ships we shall have the benefit of the alteration; but we have not got any money back; we have not yet had an answer to our application. I had an interview with Mr. Court, and he said the Elder Brethren never returned money; that the accounts were laid before Parliament, and that we had made ourselves parties to the charge, in paying the money.

Have you any thing further to state to the Committee?—I would beg to suggest the great hardship of bonds in exporting goods; one merchant is obliged to have five or six bonds in one ship. I have a ship now loading for Copenhagen; there is a bond for four or five puncheons of rum for one person: the rum is not worth above 30*l.* and the expense of the stamp is two and a half per cent; we conceive that the whole might be put into one bond. East India sugar requires one bond, and Foreign sugar another; wine another, arrack another; they cannot be put together; coffee and cocoa another: there are sometimes forty bonds on a vessel, each bond costing 30*s.*

Is the bond of different amount, according to the value of the goods?—No;

Joseph Windle,
Esq.

(11 March.)

I believe they are all about 30s.; the reason for it is, all those goods are warehoused under different Acts of Parliament, and all the goods require different bonds; it amounts to five per cent on small shipments.

You stated that the pilots, besides the three guineas which they pay for their licence, pay half-a-guinea to the clerks?—I believe it is half-a-guinea to a guinea, but it is not demanded; it is an optional thing.

You know that it is paid?—I have been informed by several pilots; and they also pay a guinea on receiving the warrant by which they are made pilots, besides fees to the junior clerks.

Have you a bill, showing the manner in which the rate is collected?—I have.

[The Witness delivered in the Paper, which was read, as follows.]

“Trinity-house, London, 25th February 1813.

(L.S.) “From Petersburg, with goods for Newcastle, in ballast—The Petuis, of Denmark, Mr. Erichsen, master, hath paid the duties to the Trinity-house.

Tons 299.	}	-	-	Draught of water 16 feet	-	-	{	Jon ⁿ Wilson,
£. 10. 4.								Fran ^s Creswell.

(Indorsement.)

Light-office, Custom-house, London, 25th February 1813.

Duties inwards only	-	-	{	Lights	-	-	£. 9	2	3
				Pilotage	-	-	3	11	3

£. 12 13 6

F. Reade, Coll^r.”

Robert Taylor, Esquire, Called in; and Examined.

Robert Taylor,
Esq.

WHAT is your profession?—I am an agent and ship-owner.

How long have you been engaged in that business?—Upwards of fifty years.

What particular description of shipping have you been most concerned with?—Generally in the Hamburgh trade, from the year 1770; occasionally Foreign as well as English, according to the times; during the war and so forth entirely; now in the English.

Do you feel the dues paid for lights, and for pilotage, and the tonnage duties, press particularly on that trade?—The pilotage particularly; I cannot say that I have attended to the lights.

State any observations you have to make upon the pilotage?—The pilotage is a very considerable burthen upon the shipping interest employed in the German trade; the masters and mates of all those vessels being north country men, have invariably been considered pilots, though not licensed by the Trinity-house. Upon a voyage to Hamburgh, it will cost each ship of 200 tons, each voyage, about 10*l*. for pilotage only, the charge attaching only to the outward voyage, and not to the homeward voyage; that would be about 50*l*. a year; I reckon five voyages in the year. It is only since 1812, since the renewal of the Act of the 48th of the late King, that it has pressed so hard.

What is the draught of water of a vessel subject to the pilotage of 10*l*.?—From eleven feet to thirteen feet and a half.

Does not her pilotage vary with the draught of water?—It does to a certain extent; the average I have taken, I think, at twelve feet.

Then the information you have given to the Committee refers to the average amount of pilotage, and not to a specific amount for each voyage?—The average amount for a vessel of two hundred tons, by the rate of pilotage, is 10*l*. and it costs us about 1*l*. to put the pilot on shore.

What alteration took place in the Act of 52 Geo. 3, that produced the pressure?—By the previous Act, ships bound to Hamburgh were exempt from all pilotage, the same as those to Petersburg; but upon the renewal of the Pilotage Act in 1812, being then entirely shut out from the continent, and nothing but neutral vessels employed, I suppose it escaped the Trinity-house, and they omitted a clause they had inserted in the previous Act, for the benefit of British shipping, by which all ships, with British registers, were exempted from pilotage. By the Act of 1808, all ships bound up and down the North Channel, were exempt from pilotage; but
by

by the subsequent Act of 1812, down Channel was omitted, there being at that time no British shipping navigating to the Continent.

That exemption inwards continues at present?—That continues.

Is not the consequence of that exemption being made to the North Channel, that ships from the opposite coast are continually attempting to gain that channel for the purpose of avoiding the pilotage, and are subject to considerable danger in so doing?—I should hardly think, that any vessel coming from the southward of Ostend, would attempt that passage; it may, but I should think it a rare instance; the winds that would favour their making that coast, would be hostile to their coming up the Swin.

No facts of that kind have come within your knowledge?—No; the vessels from Calais are usually navigated by Dover men, who are exempt from all pilotage.

Do vessels of the same tonnage pay differently for pilotage, according to the voyages which they make?—No, it is the pilotage of the Swin, where they are compellable to take pilots; the pilotage is the same, let them be bound where they will; but the burden of the maintenance of the pilots is thrown upon a very small class indeed; the ships bound to the Baltic, are not obliged to take any pilots.

On what ships is it thrown?—Ships bound to Holland, the Elbe and the Weser, and all vessels to the southward of the Baltic; ships bound any where else to the northward are exempt.

You speak only to the North Channel?—Just so; the others we do not call Trinity-house pilots, they are Cinque Port pilots.

Do you know of what number the Trinity-house pilots consist?—I do not know; they are very numerous.

Do you conceive they are beyond the number required?—Certainly; a considerable number beyond the present wants of the trade.

The appointment is in the Trinity-house?—It is.

Is it under any limitations as to number?—I am not certain, but I think it is optional.

The number of the Cinque Port pilots is limited by Act of Parliament?—I believe it is.

Upon what part of the trade do you conceive the charges of pilotage press most severely?—Upon the trade to Holland and Germany, generally; independently of the expense, and the great burden it is upon the trade, the difficulty of getting the pilots on shore, renders it extremely hazardous; and it happens very frequently they are obliged to lie when it blows hard, because they cannot go to sea, not being able to discharge their pilots. The necessity of taking a pilot is confined to a very few ports, and the greater bulk of the trade is to the Baltic and the northern ports, where they are not bound to take pilots; and the whole burden of maintaining them is thrown upon the ships navigating between this country and the Elbe.

Do you conceive the taking of pilots is necessary?—Not in the least.

Would it be a great advantage to the trade if it was exempt?—Certainly.

In what way?—Not only in point of money, but of dispatch; for a pilot beyond Gravesend is perfectly useless. All the men in the short trade are men brought up in the coal trade, and equally competent to any men they can supply; in short, they have not the means of obtaining such men as we have for masters.

Do you think it would produce a great insecurity to the ships, if they were permitted to go and come without pilots?—Certainly not; until this present Act of Parliament they have never taken any; they were exempt particularly by that Act, in coming up and going down the North Channel.

Are you aware of any reason that there was for the Legislature thinking it necessary they should take pilots, at the time that Act was passed?—Certainly none; there was no reason to take it out of the original Act, further than the trade was carried on wholly by Foreigners at the time; and it was perhaps material that all ships then being described for new, or navigated by Foreigners, that they should be obliged to take pilots to keep them unacquainted with our coast; but I should rather suppose it to have been an omission than intentionally done. "Ships with British register" is the original provision.

You see nothing but advantage to arise from exempting the ships, both going and coming, from the necessity of taking pilots?—A great advantage, but no disadvantage whatever.

(11 March.)

Have you made attempts to get the trade exempt from the necessity of taking pilots?—Since the peace, in consequence of the discovery of this omission in the Act, I applied to the Trinity-house; and I received in answer, that it was only their duty to protect the pilots, and that if any inconvenience arose, we must apply to Parliament.

Do you mean to say, that the pilots are a disadvantage to you?—Oh, considerably, we cannot get rid of them.

Do you know instances where ships have lain at anchor, because they could not land the pilots?—Many.

Do you happen to know where they have lain at anchor?—In Hoseley Bay.

Do you conceive it has operated very unequally on ships of different descriptions? —I think it does, inasmuch as a ship bound to the West Indies pays no more than if she were bound to Holland.

Have you examined it, to be certain of its accuracy?—I am sure of its accuracy ; it is made out by one of my partners.

	Tonnage and Dock.	Pilotage.	Total.
	£. s. d.	£. s. d.	£. s. d.
A Vessel of 200 tons in the Hambro' Trade, makes seven voyages in 18 months, and pays 1 s. per ton outwards, and the same inwards, say 2 s. per ton per voyage. Tonnage duty, say seven voyages, at 20 l. per voyage	140 - -	- - -	- - -
Dock Duty 2 ½ per ton per voyage, or 4 l. 4 s. per voyage	29 8 -	- - -	- - -
Pilotage outwards only on 12 feet water, at 10 l. 10 s. per voyage	- - -	73 10 -	- - -
Total Charges for 18 months on a Vessel trading to Hambro'	- - -	- - -	242 10 -
A vessel of 200 tons in the Petersburg or Baltic Trade, makes three voyages in 18 months, and pays 1 s. per ton outwards and inwards, say 2 s. per ton per voyage. Tonnage duty, say three voyages, at 20 l. per voyage	60 - -	- - -	- - -
Dock Duty 4 d. per ton per voyage, or 6 l. 14 s. per voyage, is	20 2 -	- - -	- - -
Pilotage, none outwards or inwards	- - -	- - -	- - -
Total Charges for 18 months on a Baltic Trader	- - -	- - -	80 2 -

	Tonnage and Dock.	Pilotage.	Total.
	£. s. d.	£. s. d.	£. s. d.
A Vessel of 200 tons in the Hambro' Trade, makes seven voyages in 18 months, and pays 1 s. per ton outwards, and the same inwards, say 2 s. per ton per voyage. Tonnage duty, say seven voyages, at 20 l. per voyage	140 - -		
Dock Duty 2 ½ per ton per voyage, or 4 l. 4 s. per voyage	29 8 -		
Pilotage outwards only on 12 feet water, at 10 l. 10 s. per voyage	- - -	73 10	
Total Charges for 18 months on a Vessel trading to Hambro'	- - -	- - -	242 10 -
A vessel of 200 tons in the Petersburg or Baltic Trade, makes three voyages in 18 months, and pays 1 s. per ton outwards and inwards, say 2 s. per ton per voyage. Tonnage duty, say three voyages, at 20 l. per voyage	60 - -		
Dock Duty 4 d. per ton per voyage, or 6 l. 14 s. per voyage, is	20 2 -		
Pilotage, none outwards or inwards	- - -	- - -	- - -
Total Charges for 18 months on a Baltic Trader	- - -	- - -	80 2 -

	Tonnage and Dock.			Pilotage.			Total.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A Vessel of 200 tons to the West Indies makes two voyages in 18 months, and pays 1 s. per ton inwards and outwards, say 2 s. per ton per voyage. Tonnage duty, say two voyages, at 20 l. per voyage, is	40	-	-						
Dock Duty, 7 d. per ton per voyage, or 11 l. 14 s. per voyage	23	8	-						
Pilotage per voyage, outwards and inwards, 25 l. 4 s.	-	-	-	50	8	-			
Total Charge for 18 months on a West Indiaman	-	-	-	-	-	-	113	16	-
A Vessel of 200 tons to the Mediterranean, pays the same tonnage and pilotage as a West Indiaman. Tonnage duty, say two voyages, at 20 l. per voyage	40	-	-						
Dock Duty 5 d. per ton per voyage, or 8 l. 7 s. per voyage	16	14	-						
Pilotage per voyage, outwards and inwards	-	-	-	50	8	-			
Total charge for 18 months	-	-	-	-	-	-	107	2	-

Robert Taylor,
Esq.

(11 March.)

(Mr. Taylor.) It would be a great benefit if it could be regulated in proportion to the voyage, in the same way as the dock duty.

Do you think that might be done without inconvenience?—Certainly, without inconvenience; it would be a great reduction of the duty.

Are you aware that the rates for pilotage have been of late years considerably increased?—They were increased by the Act in 1808, and have not been reduced since.

What was the increase then?—I am not able to state it precisely, but it was a considerable increase.

Mercurii, 13^o die Martii, 1822.

CAN you give the Committee an idea of the difference in the pilotage up to Antwerp and to London?—No; I am not prepared to answer that question; living in the Cinque Ports as I do, and all my vessels being commanded by freemen of the Cinque Ports, we are exempt from pilotage on this side; we may run our ships up the river; our captains are supposed to be competent, and are looking for the situation of pilots perhaps; and I am not acquainted with it.

Henshaw Latham,
Esq.

(13 March.)

Do you know what is the expense of pilotage up to Antwerp?—That is the dearest of any of the opposite ports; I had a ship of 300 tons went up to Antwerp last year, and I think the pilotage from Flushing to Antwerp was seven or eight pounds, but I am not positive as to the sum.

The rates of pilotage in England are double on Foreign ships?—I believe there is twenty-five per cent additional on Foreign ships, which is considered a surplus rate of pilotage, and then that twenty-five per cent goes to the establishment of a fund for the maintenance of decayed pilots.

Do you consider the charge of pilotage generally, as a heavy grievance upon the ships?—Excessively heavy in certain cases, arising from the boarding money; my own opinion is that; (instance the case of a fruiterer) a small sharp-built vessel coming from Saint Michael's, receiving a pilot at Dungeness, being saddled with five guineas boarding money, which comes generally to five per cent on the whole freight, and the poor fellow would have been quite as well supplied at two guineas or 30 s.

Do you consider the charge for pilotage as too heavy?—No; I consider the Branch pilots are a very valuable set of men; and I happen to be aware of some inquiries made of three of the pilots, by order of the Lord Warden of the Cinque Ports, lately. He wished to ascertain what emoluments those men really made. I believe they were upon their oaths, or, if not, I know they gave a very accurate statement. They were three valuable men, who were in the prime of life when they left the situation of captains of ships, and I know their gains did not average beyond

Henshaw Latham,
Esq.

(13 March.)

beyond 120 *l.* per annum, for the last two or three years. I do not think that is too much for such men as they are.

May not that arise from the number being too great?—There was a great increase of the number during the war, for the purpose of taking care of the King's ships on the Downs station: but since that they have been reduced; for it has been the custom of Lord Liverpool not to fill up the vacancies entirely. It has been necessary to fill them up partially. If he were to say, I will fill up no more vacancies, the young men would not qualify for it; and it has been the practice to fill up about two out of five.

You have stated, that the pilots at Dover, upon the average, make about 120 *l.* a year?—I stated, that three very respectable and favourite pilots made an accurate return to the court at Dover regulating pilotage, from which I believe that to be the average.

Do you conceive that the amount of benefit derived by them, being reduced to 120 *l.* a year, arises from a diminution of business, or from an increase of the number of pilots greater than the diminished business requires?—I am not aware that they ever made more, or very little more.

Do you conceive that there are more pilots at Dover than are necessary for the conducting the business?—Yes; I should think there are, at this moment.

Do you think it would be a great advantage to the pilots, and admit of a considerable diminution of their number, if they were permitted to bring down ships, as well as carry them up; to bring ships both ways?—That is a question I have not at all considered; the pilots now are at the expense of coming down by carriages from Gravesend to Dover, which must be a very considerable reduction of their gains.

And they perform, therefore, only half the duty they might perform?—Clearly so; it is the practice of the Dover pilots to get on shore at Gravesend, and to come down by the carriages.

They are not permitted to bring down ships?—I believe not; I never saw them bring any down.

The Trinity-house pilots bring them down?—I never saw them at Dover; they stop at the Downs.

Do you think great advantages would arise from putting Foreign vessels, in respect of charge, on the footing of British?—Decidedly.

Do you conceive that would increase the intercourse between this country and the Continent?—No doubt of it; the Dutch order is made to meet it.

And it would be the means of saving a great number of ships and lives?—Certainly.

Benjamin Chimmo,
Esq.

Do you consider the pilotage as a matter of great oppression and grievance?—Not at all; I never hear a complaint of that; the Foreign captains grumble a little at paying a fourth in addition.

In what manner is that taken?—That is taken, I believe, towards the fund for the support of the decayed pilots.

Do you know that that fourth is paid at Dartmouth?—Yes; I have paid it myself, in every instance, except in respect of Americans and Portuguese, who, by treaty, are exempt from the charge.

Is that confined to one-fourth, or do they collect more than a fourth under that pretence?—They did collect, until within these 12 months, one half more; but on a representation being made to the Trinity Board, they immediately ordered that only one-fourth should be taken. It was in consequence of my own representation they stated, that they were surprised how the abuse could have existed so long.

Do you know whether that has been the case in any neighbouring ports?—I am not aware.

Do you consider the rates of pilotage as oppressively high?—No, not at all, as regards our port. I think they are low; I believe that is a very general opinion.

What are the rates in your port?—They vary, according to the draught of water.

How much a foot?—

	£.	s.	d.		£.	s.	d.
Ships drawing under 10 feet water	—	2	6	Ships drawing 14 to 16 feet	—	4	6
10 to 12 feet	—	3	—	16 feet and upwards	—	5	—
12 to 14 feet	—	3	6				

if boarded without the run of the Mewstone and Blackstone, which form the limits of the harbour.

If

If within that line, and without the castle, one quarter less.

If within the castle, one half less.

Outward pilotage one third less than the pilotage inwards.

One fourth more to be added on foreign ships, for the support of the fund for decayed pilots.

Benjamin Chimmo,
Esq.

(13 March.)

Is that confined to ships coming into your port?—No; I believe that is almost a general regulation. I believe, in some ports, it is one-fourth less, but I do not know accurately.

What is your opinion as to the effect of reducing the payments of Foreign vessels to the same amount as that paid by English vessels?—I think there would be a very great number of Foreign vessels put in, more than have put in for some years past; and that the effect, as it regards the light dues, would be in their favour; that the amount to be received from the extraordinary number that would come in, would fully make up the sum that might be taken off. We see them, by hundreds, sometimes off the Start Point, beating about, who would come in but for these charges.

What do vessels which come in, one with another, leave in the port?—I think from 150*l.* to 200*l.* each, would be the average.

Which, in consequence of these regulations, is lost to the different ports of this country?—Yes, entirely so.

Have you ever heard any complaint, on the part of any description of pilots, of the regulations that are established with respect to the taking of ships?—Yes, I have; both from the Cowes pilots, and from our own pilots, the complaint is very general that they are not suffered to go out of a limited district. As, for instance, if a Cowes pilot takes a vessel off the Start Point, and is met by one of the Dartmouth pilots, the Dartmouth pilot takes away the ship from the Cowes man. The same thing prevails with the other pilots; and they feel it as a great hardship, that they should not have the benefit of the pilotage, after having looked out for the vessel, and taken charge of her.

Do you conceive that increases the expense?—Not very often; for the person who first boards, if it is not within his own district, can keep nothing.

If a pilot was to take a vessel in his own district, and go forward into the next district, could not he afford to do the pilotage on lower terms?—If a Dartmouth pilot takes a vessel, to carry her on towards the Downs, and a Cowes pilot meets her to the eastward of Portland, he can take possession of her, and carry her on to the end of his district, and then a Channel pilot will take her; therefore it does increase the expense, and consequently if the first pilot could take her all through, he could do it for less than is now paid.

Veneris, 15^o die Martii, 1822.

IS the pilotage to Rotterdam moderate?—Upon a vessel of 100 tons, which is the class of vessels usually employed in that trade, it would be from four to five guineas up the river, that is, pilotage from sea and up the river; there are two pilots, one from sea and into the harbour, and then up the river.

N. W. Symonds,
Esq.

(15 March.)

Do they not pay pilotage on going to Rotterdam, whether they have pilots on board or not?—They would be compelled to do it, but we invariably take them on board.

What would the pilotage of such a vessel be up to London?—It would be according to the draught of water; but I suppose, from eight to nine guineas. It would be nearly double the amount we pay going up to Rotterdam, and there would be the same distance of river. We do not require a pilot, for the vessels I am speaking of are engaged as packet vessels. I send one away every Saturday, so that the frequent passage backwards and forwards of those vessels enables the masters to know the navigation so well that they do not require a pilot, though we are obliged to take them in as we come in, unless we go by the North passage, which occasions a deviation in the voyage.

Is it usual for vessels in that trade to endeavour to make the North Channel, in preference to the direct one, in order to save the pilotage?—Undoubtedly they will do so.

Is not that attended with considerable danger?—In some cases I conceive it would be, and sometimes a deviation, for a vessel may be in time to come up the

Channel, and she may lose time by going by the North Channel; on those small vessels pilotage is extremely heavy.

Lunæ, 18^o die Martii, 1822.

Thomas Heather,
Esq.

(18 March.)

THE rates of pilotage at Portsmouth are high?—Yes.

What is the rate?—The rate of pilotage from sea into Portsmouth is 7 s. a foot; from sea to the roadsteads, the Mother Bank or Spithead, 5 s.; that is, under seventeen feet draught of water; it is a shilling a foot more above seventeen feet draught.

What is the charge for pilotage for bringing in a vessel?—There is a light at the east end of the Isle of Wight, called the Nab, and any where within three miles of that a vessel is brought in for the common pilotage; but between that three miles and three leagues there is an additional pilotage of three guineas per ship, for distance money; and if it is at a greater distance than three leagues, it is then increased proportionably to six guineas; and it is the same again at the west end of the island.

Do the pilots usually go out beyond that distance?—Yes, they always cruise beyond that distance.

Then do the pilots receive a higher rate?—No, they do not; for it is not incumbent upon the master to take a pilot on board, until he is within pilotage water; it is optional with him beyond that distance.

Does that go to the pilots themselves?—Yes, it does.

Is he obliged to account for it to any one?—No.

The pilots do not account with any one for the money they receive?—No.

Mr.
Richard Eddy.

Have you ever attempted to induce the captains of Foreign vessels in bad weather to take shelter in our ports?—Yes; we always ask them whether they will go into harbour.

What has passed between you and the captains upon those occasions?—When we come near any square-rigged vessels at sea, it is our duty, and we always make towards them, to see whether they want any assistance, or are inclined to go into the harbour. We hail them with a speaking trumpet, and ask them where they are from, and where they are bound, and whether they are inclined to go into the port; and after that, they tell us the port charges and light money are so very heavy, they cannot afford to go in; that their freights will not admit of it, and they have strict orders from their owners not to go into an English port, if they can possibly keep at sea by any means.

Have they told you what would happen to them if they disobeyed their orders?—One out of twenty have told us, that their owners had threatened to dismiss them if they went in, except in case of absolute distress.

Were they ready to take pilots on board?—Yes; they told us frequently they did not mind the pilotage; but sometimes they will say, "Oh! it is the devil; the lights are so heavy, and we cannot go into harbour."

They never made any objection to the pilotage?—No.

Did they ever make any objection to the harbour dues, in any particular instance?—No, I never heard any objection to that.

The objections you have heard were confined to the light dues, and the Dover and Ramsgate harbour dues?—Yes; they have not made objection particularly to the Dover and Ramsgate dues, but the light money.

What is the pilotage into Plymouth?—Fourteen feet of water and upwards is 5 s. per foot, if carried into the harbour of Hamoaze, Catwater and Sutton Pool; to Cawsand Bay is one half; to Plymouth Sound, within the Breakwater, is 2 s. or 2 s. 6 d. according to the draught of water.

Do you recollect the war?—Yes.

Were you a pilot during that time?—For some years.

How many years have you been a pilot?—I have been licensed from the Trinity-house about twelve years.

Do you recollect whether, during the war, the Foreigners were so anxious to avoid the English ports as they have been since?—No; they used to come in more during the war.

What was, in your opinion, the reason for that?—Because I think, that then they used to have better freights, and could better afford it.

What

What effect has that had upon the pilots?—It has a great effect upon the pilots their not coming in.

What did they earn then, and what do they earn now?—At the time of the war we used to get 80*l.* or 90*l.* a year, and now we do not get 40*l.*; we can hardly keep our craft afloat.

Do you attribute that to Foreign ships not coming in?—Yes.

Of course you cruise off the Land's End, for ships coming up the Channel?—Yes, off the Lizard at times.

You go as far as you please?—Yes; our licence runs as far as the Land's End. What is your proper district, where you and the other pilots of that district are allowed to take ships?—From Looe Island to the Start.

How far from the shore does your district extend?—Our licence for a pilot vessel is not allowed to go more than eight leagues from the coast, that is what we call the south limits, the offing from the land.

How far are you at liberty to go out to sea in search of ships?—Eight leagues.

Are you entitled to carry a ship up Channel beyond eight leagues from the shore?—If we were on board a ship.

If you boarded a ship off the Lizard, you are not prohibited from taking her up Channel as far as you like to go?—No; there is no order to that effect.

Have you been restrained to particular limits by the Trinity-house lately, more than you used to be?—No, not to my knowledge; there was an order sent, we understood, that we were not to trespass upon another person's ground, if they offered to take charge.

Was that always the case?—Yes.

How often are you obliged to renew your licence as a pilot?—Once a year.

Is every pilot obliged to do the same?—Yes.

What do you pay for that?—Two guineas.

Do you pay any thing in addition to that two guineas?—Nothing more.

How many are there in your district?—I believe from thirty to thirty-five.

That is from Looe Island to the Start?—Yes.

Does your number vary?—There were, when the licence was first granted from the Trinity-house, about forty-five in the port of Plymouth. In the peace establishment, I believe, they are to be reduced as low as thirty, before they fill up any vacancies.

Do you know what the stamp is upon your licence?—1*l.* 10*s.*; but that is not renewed; that has been from first to last the same parchment.

You pay two guineas for the renewal, exclusive of any stamp-duty?—Yes.

What do you pay for your first licence?—Two guineas, and two guineas per annum afterwards.

In point of fact, the renewal is only endorsed every year on the licence?—Yes.

And the two guineas fee is paid for the indorsement?—Yes.

Mercurii, 20^o die Martii, 1822.

Christopher Nockells, Esquire, called in; and examined.

WHAT is your profession?—I am a ship-owner, and have been a master of a ship many years.

Where do you reside?—In London.

Have you any information to give to the Committee on the subject of the present charges for pilotage?—I think the present system of pilotage is a grievance to the ships in general; from their boarding the ships off Dungeness at so great a distance from the Downs, the charge is enormous. Formerly, when the shipping received their pilots where they thought proper to select them, there was more emulation on the part of the pilots, and they were certain of getting a man whom they knew to be sober, industrious, and vigilant. The charge also is greater than the ships can bear in the present times; it was a war charge, and our freights are reduced now to so small a degree, that we cannot bear those charges, and make both ends meet with our shipping.

Are the present pilots more than sufficient in number for the services required?—I should think they are considerably more than are required at the present time, ships coming in separately. There is another objection to the cruising system; the

*Mr.
Richard Eddy.*

(18 March.)

*C. Nockells,
Esq.*

(20 March.)

C. Nockells,
Esq.

(20 March.)

the ships lie in the Downs in the winter time, and the only chance that the Deal men (who have appeared very much discontented this year) have, is in attending the ships; they get their livelihood by that means. When the ships are compelled to take Dover and Folkestone men off Dungeness, that takes away the living of those men, on which they depend to maintain their families. I think that is very injurious to the Deal men, who are of great service to the ships lying in the Downs in the winter time. I had to pass through the Downs three or four times a year, being in the Port trade, and I always found a great advantage by taking my choice pilot from Deal; there is then every assistance, if any accident happens in the winter, from that encouragement.

Have not the Deal boatmen, in the course of the last winter, struck work, and refused to go off to shipping altogether, in consequence of that distress?—I think it arises from that, because the means are taken from them by the pilots being put on board off Dungeness. If the ships were allowed to come into the Downs, and select their pilots there, they would have better choice, and the men would be able to live without their present mode of obtaining a livelihood, namely, by smuggling.

Can you offer any suggestions to the Committee, by which the system respecting pilots would be improved?—Yes; I think if the cruising system was done away, and every man allowed to select his own pilots, the ships would be better supplied, and the expense considerably less.

Is it not also necessary to reduce the number of pilots?—I think there are more than are necessary.

How is that to be accomplished?—I suppose by the number not being replaced, as the men grow old, or die.

Is not the division of the pilots, who are under separate local jurisdictions, for instance, some subject to the Trinity-house, and others to the Cinque Ports; the one set being authorized to take ships down the river to the Downs, but not permitted to bring ships back, and the other being authorized to take them from the Downs to London, and not to bring them up, a great disadvantage to the pilots?—I think not; because, if the master were to place dependence on a Downs pilot from London to Deal, he might meet with disappointment. When the ship comes in at Gravesend, the pilots leave, and the master might be disappointed there, because the pilot is glad to return home, and seldom or never stops; in short, there is no encouragement for him to stop.

Would not the pilots be able to conduct ships at a much lower rate of charge, if they were allowed to pilot them both ways, than now that they are allowed to pilot them only one way, and return back in the inside or on the outside of a coach?—That is certain, for there are ships always moving backwards and forwards. They have to pay their coach expenses, that cost them four or five and twenty shillings at least, which would be saved, and they would be earning money instead.

—You do not know of any other cause?—No. I do know it is interest. There is another grievance that I beg leave to mention, respecting the river pilots; in the Act, a river pilot is compelled to carry a corresponding towline to his anchor; they never carry that towline, and we are frequently, with our West India ships when they arrive, obliged to send towlines at great inconvenience, perhaps a couple of months before the ships arrive, to be ready at Gravesend, these pilots never having the towlines, though they charge as if they had.

Have you resisted the payment?—Yes, I have; but they say, I am the only man who does; and every body else pay them without having the towline, and therefore they do not put it into the boat.

Have you thought that a sufficient reason for not persevering in that resistance?—It is a nice point to differ with all those people; we are so much connected with those people, it is prudent sometimes to give up, when other persons do so.

What is meant by a corresponding towline?—All anchors must have a proportionate tow-line for the weight of the anchor, as a ship has a proportionate cable to the weight of the anchor she rides by.

Does she use that as a substitute for the cable?—A boat is charged a certain sum for attending the ship with an anchor and towline, in case of its being wanted; it is charged and is allowed in the Act of Parliament, but they bring the anchor without the towline.

On particular stations, is not the payment of boarding-money the same on vessels of

(20 March.)

of all sizes?—Yes it is; at Dungeness it is five guineas; between Folkestone and Dover three guineas; to the eastward of Dover harbour two guineas, and in the Downs only one.

Are not vessels generally boarded off Dungeness?—I think it right to state a circumstance which occurred in my sight, in one of my ships. I was going down to Portsmouth in the summer time; I happened to be caught in a gale of wind in this vessel off Dungeness, and lay there ten days; it blew very hard, indeed. I saw the pilots under Dungeness, and saw twenty ships pass by, without their attempting to board any one of them; that was the very time they would have been wanted, it being rainy bad weather; it blew a gale of wind. I had two ships came in, in the latter part of last war, that passed Dungeness; one came to anchor between Dover and Calais, and the other was very near being ashore on the south end of the Goodwin Sands, owing to nobody boarding them. In 1818, one of my ships came through the Downs; in passing Dover, a boat spoke to her, but it had no pilot on board; she proceeded to the Downs, and sent on shore for a pilot; the pilot came off, but the boat that spoke her from Dover had obtained a pilot, and brought him on board about a minute before the pilot he sent for. The captain did not know what he was bound to do; he asked which he was bound to take, the man he sent for, or the man who followed him from Dover, and he kept the pilot that came off from the Downs. I received an intimation, that the captain would be prosecuted, and I wrote in consequence to Mr. Payne, stating that if he thought the man was to blame in taking the man from Deal, instead of the man who was about a minute before him from Dover, I had no objection to pay that man, to prevent litigation. The man's name was Peak; and Mr. Payne wrote me for answer, that he could not admit of such a thing, that the captain was a clever fellow, and deserved the more to be punished. I did every thing I could to satisfy him, but the proceeding was carried on for some time. At last it was settled, and the charges came to 40*l.* which I was obliged to pay, although the pilot was not cruising; he said he was the first on board, and the captain was bound to take him, according to the Act. Here is an account of the money I gave as a compensation.

Mr. Payne is a solicitor, retained by the pilots?—He is a solicitor for the pilots at Dover.

In the beginning of your answer, you referred to having seen the pilots under Dungeness, while twenty ships passed by in a gale of wind, which they did not attempt to board; in your judgment, would it not have been safe and prudent for those pilots to have attempted to board any of those ships?—Yes, I am sure they could have boarded them; but at all events, if they could not have boarded them, it was their duty to have gone before the ships to have conducted them on to the Foreland.

You think they neglected their duty, in not going off to board?—Yes; the captain might have been dead, and the mate in charge of the ship not competent; they ought to be bound, by Act of Parliament, if they cannot board the ship, to go before the ship to show her the way to the Foreland.

Do you know whether such a practice is common in bad weather?—In the early part of my life, when we have come in, in a gale of wind, I have two or three times had the pilot boat go before the ship, when they could not board; but it is very seldom that a pilot cannot get on board a ship. I think I would get on board a ship, old man as I am, if I could get to leeward of her.

Have many instances come to your knowledge, of their neglecting to board ships or to lead them under those circumstances?—Yes, I have had vessels of my own.

Do you conceive ships would have had a better chance of pilots on the old system, than at present?—Yes; for if I had been coming in in my ship, I would have run round the South Foreland into the Downs, where the water would be smooth with the wind at west-south-west, or west-north-west, and there we are sure of getting a pilot, and besides we could anchor there.

In the case you have mentioned, had the old system been in force, from the vigilance the pilots then used, do you think those vessels that passed, would have got a pilot?—Yes, they might have got a pilot when they got into the Downs, and they might have perhaps seen a boat off Dover; there were always some looking out for vessels before that system came into practice.

You mean to refer to the power of taking what pilots they pleased?—Yes, without the cruising system.

C. Nockells,
Esq.

(20 March.)

In the early part of your evidence, you stated, that you conceived the charge for boarding money, a heavy imposition?—A very heavy one.

If this premium for looking out is removed, will not the pilots have less inducement to look out; can you always expect their services without the five guineas?—There is more emulation where we have an opportunity of choosing our own pilots, and we are certain of having a good and a sober pilot, for no captain would take a man who was not a careful one, and one who would take the advantage of winds and tides to get the ship up; if it is the turn of a drunkard, I must take him, and I am subject to a great many inconveniences, and perhaps the loss of my ship; and I do know that a great many men are drunkards that go on board a ship. I have suspended one man, and broken another, and one is very loth to take a man's bread from him.

Can you then make a choice?—In the old system we did make a choice; I should run into the Downs and make a signal, and am sure to get my man off.

Are you satisfied, that if this boarding-money was taken away, the pilots would be equally vigilant?—I believe they would be more so; I was three or four voyages backwards and forwards, while I was in the Port trade, and I never had any difficulty in getting off my pilot; nor should I now, provided I had the power of making a selection; along with the abolition of the cruising system I have no doubt that great benefit would result.

Under the old system, what was the rate of payment to those pilots you chose yourself?—If a boat came alongside, the captain might agree with him for the price. "I will give you so much if that will fetch me a pilot;" but in the Downs I always paid 20 s.; indeed I pay a guinea to the man who sends my pilot on board in the Downs, and I make his distinct signal.

The pilot now receives five guineas, which he used not to receive before?—It is the boat receives it; it goes amongst them.

Do not you think the boarding-money ought to be proportioned to the size of the vessel, inasmuch as the difficulty and danger are increased or diminished?—I do not think there is any difference required there; if a pilot comes off to a small vessel, he has the same labour to perform.

Is not a small vessel able to approach nearer the land?—She does not perhaps go nigher in shore than a larger vessel; I would go as near in a frigate or a large vessel as a small one.

Do not you think there ought to be some difference of compensation in fine weather and in bad weather?—It is not the pilot, it is the boatman that receives the gratuity for boarding.

Is it not expedient to hold out some stronger inducement to the boatman, in the winter season than in the summer?—It appears that he may have a little more labour to perform, and perhaps not; it depends upon the weather; I do not think there should be any difference; I never found the necessity for it when I was master of a ship, and I was so from 1775.

Have not you paid more for their coming off in a gale of wind, than in fine weather?—Yes, I have done it; but I have never given more than two guineas for a pilot coming off from Dover.

Mr.
Thomas Urquhart.

Are you acquainted with the port charges on shipping bound to Foreign ports?—Principally I am.

Are you conversant with the rates of pilotage?—Yes, as far as regards the western pilotage more particularly.

Has any change taken place in the system of pilotage, within your recollection?—A good deal.

Of what nature?—Formerly the pilot brought the ships up from the Downs to the moorings without a river pilot, and *vice versa*, took them down as they do now from the river to the Downs; the change which has taken place since, is, that the Downs pilots only bring the ships up to Gravesend, and from thence they are generally brought up by the river pilots, since the establishment of river pilots.

Is there any additional expense incurred by the change?—At that time of day the rates were half a guinea per foot, to bring a ship up from the Downs to her moorings. I have a paper here, with the statement of the charges at present; a ship now pays 19 s. for that which she paid half a guinea for formerly; pilotage is increased in the proportion which appears in the paper I beg to present.

Mr.
Thomas Urquhart.
(20 Marh.)

	Per Foot.	Cinque Port Pilotage, Downs to Gravesend,	Per Foot.	River Pilots Pilotage, Gravesend to Mooring.	Total per Foot, Downs to London.	Trinity Pilots Pilotage London to Downs.			
		£. s. d.		£. s. d.				£. s. d.	
Under 7 feet	15/	5 5 -	—	—	—	7 ft. & under	18/	6 6 -	
7 -			4/3 $\frac{1}{4}$	1 10 -	21/9 $\frac{1}{2}$	8	17/7 $\frac{1}{2}$	7 1 -	
8 -	17/6	7 17 6	4/7 $\frac{1}{2}$	1 17 -	22/1 $\frac{1}{2}$	9	17/4	7 16 -	
9 -			4/- $\frac{1}{4}$	2 4 -	22/4 $\frac{1}{4}$	10	17/1	8 11 -	
10 -			5/	2 10 -	22/6	11	17/8 $\frac{3}{4}$	9 15 -	
11 -	17/6 $\frac{3}{4}$	8 13 3	5/5 $\frac{1}{2}$	3 - -	23/- $\frac{1}{4}$	12	17/6	10 10 -	
12 -	15/9	9 9 -	5/10	3 10 -	21/7	13	17/8 $\frac{1}{4}$	11 10 -	
13 -	"	10 4 9	6/2	4 - -	21/9	14	17/10 $\frac{1}{4}$	12 10 -	
14 -	"	11 - 6	6/5	4 10 -	22/2	15	18/	13 10 -	
15 -	"	11 16 3	6/8	5 - -	22/5	16	17/9 $\frac{5}{8}$	14 5 -	
16 -	"	12 12 -	6/10 $\frac{1}{2}$	5 10 -	22/7 $\frac{1}{2}$	17	18/9 $\frac{1}{4}$	16 - -	
17 -	"	13 7 9	7/- $\frac{1}{2}$	6 - -	22/9 $\frac{1}{2}$	18	20/6 $\frac{1}{2}$	18 10 -	
18 -	17/10	16 1 3	7/2 $\frac{1}{2}$	6 10 -	25/- $\frac{1}{2}$	19	23/5 $\frac{1}{2}$	22 6 -	
19 -	20/	19 - -	8/5	8 - -	28/5	20	25/3	25 5 -	
20 -	22/- $\frac{1}{2}$	22 1 -	8/6	8 10 -	30/6 $\frac{1}{2}$				
21 -	23/1	24 5 -							
22 -	24/- $\frac{1}{2}$	26 9 2							
23 and upwards	25/	28 13 3							

The pilotage from the Downs to London formerly, was 10 s. 6 d. per foot on all ships; it now varies with Cinque Port and river pilotage, from 21 s. 9 $\frac{1}{2}$ d. to 30 s. 6 $\frac{1}{2}$ d. per foot.

At what period did the change take place?—It is almost out of my recollection, I think about thirty years ago; but it grew on gradually, as people in many instances would not take the river pilots at first.

Do you consider this arrangement of advantage, upon the whole?—I do; the losses in the river are nothing comparatively to what they were; I have seen three vessels stranded between Deptford and Cuckold's Point, at one time.

Then, though the charge is greater, the advantage you consider as superior to the charge?—Yes, no doubt of it, during the time of war; but I consider it would bear a certain deduction at the present time; but do not conceive an individual capable of forming a right judgment upon it, without having the pilotage account from the Trinity-house.

What is your opinion of the Cruising system, as it is called?—I agree with it in principle, but not in the detail; I agree in the principle that pilots ought to cruise for vessels as far down as Dungeness, but I think the charge is too high, and not rated as it ought to be; I conceive that it requires to know for exact calculation, what is the expense of keeping boats at sea for that purpose. My opinion is, and indeed I believe it is the opinion of most men of practical experience, a ship off Dungeness in a winter's evening, with the wind blowing hard from the southward, from foreign voyages, would readily give more boarding-money than at present given to obtain a pilot, rather than run round the Foreland without one. Only four days ago, a vessel, the Oronoco, was lost for want of a pilot on board. A few years ago the Cæsar, Fowler, from Jamaica, was lost to northward of the South Foreland, in a fine day, from the same cause, and wishing to have a choice pilot. I believe that it is possible to enumerate twenty lost to the northward of Dover, in my remembrance, without pilots.

What prevented the Oronoco from having a pilot on board off Dungeness?—I do not know the particular circumstances, but perhaps coming there late in the evening, and it blowing a heavy gale of wind.

If any pilot had come off to him in one of those cruising vessels, you take for granted he would have received a pilot on board?—I should suppose so.

Do not those pilot vessels occasionally lie at anchor off Dungeness in bad weather, and suffer vessels to pass, without either going off to them, or showing them the way into the Downs?—It is very probable they may; I cannot speak from my own knowledge to any circumstances of the kind.

Do not those pilot vessels being at sea, make the pilots less watchful to those ships that are passing?—It is probable it may; but I have known ships coming in in peaceable times; I have sent on shore for a pilot, and have been an hour or two

Mr.
Thomas Urquhart.
(20 March.)

before one came off. And once off Dover my situation became precarious, from being embayed with lee wind and tide, waiting for a pilot for boarding vessels.

Have you formed an opinion as to the amount which ought to be paid for boarding vessels?—I have. I have drawn out a scale, which I beg to submit to the Committee.

[The paper was delivered in, and read, as follows:]

“ Proposed scale for payment, boarding vessels between *Dungeness* and *Downs*.

	100.	200.	300.	400.	500.	600.	all above.
	£. s.	£. s.	£. s. d.	£. s.	£. s. d.	£. s.	£. s.
Off Dungeness - - -	1 5	1 10	2 5 -	3 -	4 - -	5 -	7 -
Off Folkestone - - -	1 -	1 5	1 17 6	2 5	3 2 6	4 -	5 10
Downs - - - - -	- 15	1 -	1 2 6	1 5	1 10 -	2 -	3 -

“ The boarding money should be equally divided amongst the pilots, after the expenses of the boats are paid.”

What number of pilots are employed in the port of London, and in the Channel?—In the English Channel I have not counted the number; of the Cinque Port pilots there are 32 upon the upper book, and 32 upon the lower book at Dover; at Deal there are 32 upon the upper book, and 32 upon the lower book; at Ramsgate there are 6; at Margate there are 6; making 140 of Cinque Port pilots.

Is that the full complement of Cinque Port pilots?—It is what is in the book of rates.

Inform the Committee what is meant by the distinction of upper and lower book?—It is according to a scale they have; the lower book cannot take above fourteen feet water. There are the Trinity-house pilots, London to the Downs, and North Channel pilots, 203; river pilots, 78; making 421.

Do you conceive that number to be more than are necessary for the service?—It is impossible for me to answer that question, unless I saw the returns that will be made from the Trinity-house upon this subject.

Are you aware of any improvement that might be made in the selecting pilots?—I conceive the pilot system of this country, throughout, ought to be one of those remunerations that ought to go to all men who have served a proportionate time in the navy. What I mean is, that no man should be a pilot that had not served a certain time in the naval service of the country.

Why are you of that opinion; what advantage do seamen, bred in the navy, enjoy over those bred in the merchant-service, or brought up regularly in the pilot-service?—That is not my idea. I do not mean men brought up in the navy, but that all men employed upon the water, before they could become pilots, should have served a certain time in the navy; and that all the systems of employment for seamen, on the coast of this kingdom, should lead to that which would man the navy of this kingdom with volunteers.

The Committee are to understand your reason for giving a preference to seamen from the navy, over persons brought up in the pilot service, is to strengthen the national defences of the country?—Yes; my last answer, I conceive, explains my ideas upon this subject.

Not that you consider that they are better qualified?—No; but as one of those points that we have lost sight of in all our maritime affairs, to accomplish that desirable object.

Are you not of opinion, that persons serving their apprenticeship in pilot boats, and brought up in that very department, are better qualified to act as pilots, than any other description of individuals?—I do not conceive it would be an impediment to persons brought up in the pilot service, that they served two or three years in the navy, as they (as might be required particularly) may be called upon to become pilots in ships of war; and men not accustomed to a ship of war, are not so exactly qualified for the purpose as those who are accustomed to the service.

Jovis, 28^o die Martii, 1822.

THE total number of pensioners maintained in the almshouses, appears, by the paper No. 6, to be 222, out of which there are only 15 pilots; can you explain the reason why only so small a number of the latter are provided for?—There are 20 almshouses appropriated to pilots, and there being but 15 pilots, the rest must be occupied by pilots' widows, because those almshouses are exclusively reserved for pilots; but when a pilot occupying an almshouse dies, his widow continues in the almshouse.

*James Court,
Esq.*

(28 March.)

And that you construe into a provision for the pilot himself, which is that to which the Act of Parliament specially and distinctly confines it?—It has been so considered. It would have been thought an act of inhumanity, in such a case, to send the poor woman out of the house after her husband's death.

You have been asked to explain why, since a surplus pilotage was provided by Act to be devoted to decayed pilots, only 790*l.* had been applied to that purpose, and 4,000 odd hundred to other purposes; to what other purposes was that sum applied?—Part of that money, I think, must have been the money applied to the repair and building of almshouses, and part to the purchase of stock.

Veneris, 29^o die Martii, 1822.

TAKE into your hand No. 8; what is the annual amount of the dues collected from the Trinity-house pilots, under the 52 Geo. 3, c. 39, sec. 4.?—In the year 1818, the amount is 3,800*l.* 3*s.* 8*d.*

*James Court,
Esq.*

(29 March.)

How is that money appropriated?—That money is appropriated to the payment of the expenses incurred in carrying the Act of Parliament into execution, pursuant to the direction of the Act.

What sum is applied to that?—I should say that the whole amount, 3,009*l.* 3*s.* 8*d.* has been applied to carry the Act into execution in those three years, and a further sum of 74*l.* 11*s.* 7*d.*

The first question is, what is the annual amount collected by the corporation?—The annual amount must be the average of those three years, the amount of which three years appears, from the account, to be 3,009*l.* The fee of three guineas is a fee ordered by the Act itself, whereas the fees received at the outports are fixed by and under the regulation of the Board.

The Committee wish to know the amount collected annually under that head, from the pilots, under the 52 Geo. 3, c. 39, section 4?—It is a distinct account, at the outports and London; I make the amount of the outports 1,414*l.* for these two years; added to which there are the annual dues of three guineas each from the London pilots; upon the average, I make the two collections (*viz.* that at London and that at the outports,) amount to 1,710*l.*

How is that money appropriated?—At the outports it is appropriated to the payment of expenses, and to the compensation of the sub-commissioners for their trouble in the duties of their office.

What are the expenses, and what do you mean by a remuneration for the trouble of the sub-commissioners; in the first place, what do you mean by the expenses of carrying the Act into execution?—Mr. Ward, one of the commissioners of Cowes, is here, and he can explain this charge of 12*l.* for expenses at that port if required; it is only at particular ports where this charge of expenses occurs; most probably, ports peculiarly circumstanced, such as Cowes, Milford, Holyhead and Yarmouth; those seem to be the only ports where such expenses appear to be charged, have been incurred.

What do you mean by expenses; what is meant by that?—At most or all of the ports, some expenses must be incurred; some of the items are probably for printing, stationery, stamps or postages, besides boat hire occasionally, and that kind of expenses; but there is not one of the sub-commissioners but could have furnished a detailed account of those expenses, if required.

What is the remuneration to the sub-commissioners, and what do they do?—Their trouble is very considerable in the execution of their office, which is to superintend the appointment of the pilots, to see that they conduct themselves in their duty according to the regulations laid down by the Board, to correspond with the Board upon all subjects, to forward all complaints, and to settle all disputes that may arise.

James Court,
Esq.

(29 March.)

How many sub-commissioners are there?—They vary in number at each of the ports; at some ports there are three, at others five sub-commissioners.

What is the amount of salaries to each?—These vary according to the port, whether it be greater or smaller.

What is the greatest and what is the smallest?—The largest is Cowes (the average of that port being 66*l.* 10*s.*) and the smallest is where there is nothing at all received; they make a return from these ports, that the pilots being so poor, the sub-commissioners declined receiving any thing.

Has the sub-commissioner no salary?—No salary or compensation whatever, but what he receives in this way.

How much do those expenses deduct from the receipts taken altogether?—47*l.* 4*s.* 3*d.* is the total amount of the expenses at all the ports.

What is received by the sub-commissioners?—683*l.* 3*s.* 6*d.* deducting their expenses; upon the average of the two years they have received that sum.

Do the sub-commissioners account with the Trinity corporation for the fees they receive?—They make no return thereof, being appropriated to their own remuneration.

Then the expenses and the payment of the sub-commissioners out of the 1,700*l.* amount to 683*l.*?—Yes, they amount to that sum for the sub-commissioners at all the outports.

Those are the expenses of carrying into execution the Act; how is the remainder appropriated?—The remainder (that part which is received at London) is appropriated to the expenses incurred in carrying the Act into execution in the port of London.

What are those expenses incurred by carrying the Act into execution in the port of London?—The expenses are contained in one of the accounts which have been delivered in, and are now before the Committee.

The Committee see that there are salaries to three Elder Brethren of the Trinity-house, amounting to 500*l.*?—Yes there are.

Those the Trinity-house consider as coming fairly under the head of expenses for carrying the Act into execution?—They are so considered.

How long has this 500*l.* been so appropriated?—I believe nearly from the commencement of the pilotage system; there has been a committee appointed for conducting the affairs of the pilotage, ever since the Act passed.

Have not those sums been given to this committee within the last four years?—I think it must have been from the commencement of the Act; there was a committee from the first.

Have they been paid from the first?—I think they have had that allotment of salary.

Have you got No. 8 in your hand?—I have.

In the establishment under the Pilot Act, there is charged to the debit account 100*l.* salary to the rulers, and 60*l.* to the officer for making weekly returns of the names of the ships; could not that return be made by the rulers?—I beg to explain to the Committee, that the ruler's office is totally distinct from that of the officer who makes the returns; the ruler is obliged to look after those pilots, to see that they go according to their turn on board the ships requiring them. One of the two officers for which the 60*l.* is charged, is searcher at Gravesend, and the weekly returns could not be made by any other than an officer of the customs. There are two officers employed at Gravesend, one ashore and the other afloat; the one does the duty on the river, the other the duty on shore, which occasions the necessity for employing two.

In the general account, No. 9, folio 8, on the 30th of June 1818, the salary of the ruler is charged, and also in folio 40, on the 31st of December; how do you account for its being charged twice?—The charge of his salary, of course, occurs in this general account once a quarter, or every half year.

It appears to be charged double, it is charged in both places, and credit taken in both places?—It is not charged in both places; the one is a cash account in which it is charged; the other is merely a statement of the appropriation of a sum arising from a particular source.

In that same account, No. 8, 26*l.* was charged for tide tables; and in the general account of the same year 67*l.* is charged for the like purpose, No. 9, folio 3; can you explain that double charge?—A charge of 46*l.* for stamps is blended here with the charge for tide tables; one is a cash account, and the other is merely an account of

of the appropriation and disposal of a particular fund, in the expenses of carrying the Act into execution.

The only answer you can give is, that it is the practice of the corporation to charge accounts twice over?—I cannot admit that, after giving the explanation above stated.

Is the charge for 67*l.* for tide tables and stamps in the account No. 9, for tide tables delivered to the pilots, or not?—It is a charge for tide tables delivered to the pilots, and stamps, as I have stated.

Explain this charge; 84*l.* a year appears to be allowed to the clerk of ships entries at the Custom-house for making returns; this is also again charged in the general account, No. 9, folio 2; is that for the same reason?—Yes; for the same reason precisely.

As the Gravesend pilots have residences on shore, and are bound to put themselves on board vessels, why is a vessel kept up at Gravesend in the pilotage service?—It has been for forwarding that service the vessel has been maintained; it was found, I believe, that the present system could not be carried on without such a vessel. The present system has been found extremely convenient to masters of vessels, and the pilots were too poor to enable them to maintain a boat themselves; and the Board, in order to accommodate and facilitate the business of the port in supplying pilots, have been at the expense of maintaining that vessel.

What is paid by ships when a pilot is put on board?—There is no charge; none is allowed by the Act, I believe.

Look at No. 11; in the return made by the corporation on the 24th January 1811, to the House of Commons, they state, that the sum of 12,921*l.* 6*s.* 2*d.* which had been collected as surplus pilotage, was sufficient to answer the purposes of the Act of the 48 Geo. 3, c. 104, and the 52 Geo. 3, c. 39; why do not the corporation cease to collect surplus pilotage after the purposes of the said Act have been satisfied?—I believe the account was not meant to convey any such meaning as that it was a sufficient sum; it must have been an erroneous wording of the note; the corporation of course continued to collect the duties under the authority of the Act.

Do you conceive that that note did not intend to convey that meaning?—It certainly did not; I do not know how it crept into that account.

Has not 60,000*l.* stock been created out of the surplus pilotage?—Yes; it amounts to 62,000*l.* now.

Under what authority has the sum of 4,300*l.* per annum been applied to the relief of other than pilots?—I am not aware of any such application.

The accounts containing the appropriation of the monies collected, have a sum for the relief of decayed pilots; upon what authority have the monies been applied to the building and repairing of almshouses for the accommodation of persons other than pilots?—No money has been appropriated, to my knowledge, in the building of almshouses for other persons than pilots.

Do you mean to state that none has?—Certainly not, admitting the widows of pilots to be entitled to the same as pilots.

Then your construction of the law is, that decayed pilots mean the widows of pilots?—Not exactly so. I might observe, that the account has been annually laid before Parliament; and that this charge for the almshouses, and the persons in the almshouses, has been regularly entered in that account, and been every year before Parliament.

Mercurii, 17^o die Aprilis, 1822.

BE pleased to inform the Committee, why a distinction is made between certain classes of decayed pilots, to wit, those for whom houses are provided, and who receive besides, an annuity of 30*l.* to 35*l.* each; and those for whom no houses are provided, and that receive only, on an average, from 9*l.* to 10*l.* each?—The reason is this, that the number of almshouses is limited; but they are appropriated to the relief of the eldest pilots, those who have served the greatest number of years, and who have been most meritorious in their conduct and services.

Are you aware that there is a pilot of the name of Peter Parker, of Gravesend, aged 77, who was a pilot for 41 years; of J. Sherbuck, of Gravesend, aged 78, who was a pilot for 38 years; of Bouncy Church, aged 85, who was a pilot for 56 years,

*James Court,
Esq.*

(29 March.)

*James Court,
Esq.*

(17 April.)

James Court,
Esq.

(17 April.)

years, and that neither of the three receive above 10 l. a year from the charitable fund?—Because the alms-houses are appropriated to the relief of the pilots resident in the metropolis, as has been the general practice from time immemorial, I believe; and no higher pension is granted to other decayed pilots, except in extraordinary cases.

Can you assign any reason why such a preference should have been given?—Because the London pilots are considered as a class of higher station, and more important services to navigation.

Are the Gravesend pilots not generally employed in the same manner as the London pilots?—The Gravesend pilots are employed as River pilots.

Is the River pilotage not of as much importance as that in which the London pilot is concerned?—The river pilotage is not so, nor ever has been so considered.

Are not the number of alms-houses to the pilots at present limited?—They are limited to twenty in number.

They have the benefit of them, as vacancies occur?—Exactly so.

Consequently, all decayed pilots cannot have alms-houses?—Certainly not, the number being limited.

Does not the same rule apply to masters of merchantmen, in the general trade of the country?—It certainly does; the number of alms-houses appropriated to those objects being limited also.

What proportion do the London pilots bear to the whole?—The pilots at all the ports are eight hundred; speaking from recollection, I should suppose one-third of the whole.

Is the Committee to understand, that you are not intimately acquainted with the causes that have led to the distinction between the rates of allowances to the different pilots?—I am not, certainly; those regulations not being within my immediate department.

Veneris, 19^o die Aprilis, 1822.

Frederick Reade,
Esq.

(19 April.)

WILL you please to inform the Committee, whether the mode of taking the surplus pilotage is the same as formerly charged on the actual draught of water of the vessel; or has not some alteration recently taken place in the mode of taking such pilotage?—The surplus pilotage was taken, both inwards and outwards, upon the draught of water mentioned in the Trinity bill, for Foreign ships some time since; it was objected the outward draught was much lower than the inward, and, therefore, that the duty had been improperly taken; that practice has therefore been rectified.

Then, in point of fact, is the Committee to understand, that the surplus pilotage is now charged upon the real draught of water each way?—The surplus pilotage is now charged upon the real draught of water inwards, and on the tonnage outwards agreeably to tables, framed on the passing of the Act of the 55th Geo. 3.

Then is the result of those tables such as generally to enable you to arrive pretty near the actual draught of water in the charge made?—I have understood, that the arrangement for paying upon the actual draught inwards, and upon the tonnage outwards, was satisfactory.

Can you inform the Committee, whether any orders have, at any time, been given by the Trinity corporation, either through you or otherwise, to the collectors of light duties at the out-ports, not to persist in taking the same prospectively of the masters of Foreign vessels, if the master of the Foreign vessel should resist the payment?—I have only heard a report of the thing lately; I know of no such order.

Mercurii, 24^o die Aprilis, 1822.

George Joad,
Esq.

(24 April.)

HAVE you ever thought upon the subject of pilotage?—I have a little.

Will you state what your observation has been?—My idea of the pilotage is, that if the Trinity-house pilots were allowed to bring ships up to London, when they go down, and the Cinque Port pilots at liberty to carry ships down, and the cruising system done away with, as far as concerns the great boats; and if there were a great many more boats licensed (there are some few now licensed,) that would be the means of employing the poor fellows, who are lying upon the beach starving, if they are not gone smuggling.

Do

Do you think the rates of pilotage too high?—A great deal; the boarding-money in particular.

What do you think would be sufficient?—The boarding-money upon a small ship should be very low; they make sometimes to Lisbon or Oporto, three or four voyages a year, and they have got to pay that sum each time: here is an Indiaman of thirteen or fourteen hundred tons, which goes up and down the Channel once only in fifteen months, that pays very little more than one of those vessels does; perhaps the first made only two or three hundred pounds freight.

Do you recollect the period before those rates of boarding were established?—Yes, there was no particular rate at all; the captain used to make the best bargain he could.

What difference did that make?—I have got a pilot off in fine weather, for half a guinea, or when it blew hard, for two guineas; never more than that.

Did you ever suffer inconvenience from the want of a pilot, under those circumstances?—Never; except in war time, when a large fleet of ships came in there was no pilot to be had.

Have you commanded ships, since the present system was established?—No.

You cannot say whether any convenience has been derived to the commanders of ships, from the boarding system?—I have a ship that has been four voyages to the East Indies, and the Captain declares to me, he has been boarded but once on all the voyages; he came up the Channel, and never saw them; in fine weather they look out for the vessel, but in bad weather they will not be seen; they are lying perhaps under Dungeness. If the Cinque Port pilots could bring them up, I do not think there would be three ships in the year that would go that way; but they would never let a ship come into the Downs, for fear of a Trinity-house pilot getting her; it would stimulate them to look out.

Would not that be a considerable advantage to the shipping?—A very great advantage no doubt, or it would employ those men who are now smuggling, because they cannot get any thing else to do; they could not smuggle then, because they would be in danger of losing their licences; the Dover men and the Deal men would never suffer a vessel to come into the Downs, without a pilot, lest they should lose her.

Lunæ, 29^o die Aprilis, 1822.

TWO supervisors of pilotage, elected like those of the Ballast office, have been rendered necessary by the extended system introduced by the Acts of the 48th and 52d of the late King. The impositions practised by the pilots, the uncertainty of their demands, and the perpetual exactions upon foreigners especially, became so heavy, so notorious, and discreditable to the country, while such numerous disasters occurred from unqualified persons taking charge of ships on the coasts of the kingdom, that the interference of the Legislature became necessary, and the present Pilot Acts were the consequence. To explain more particularly the duties of this department, and to show the good effects which result from it, I would refer the Committee to a little publication, which I now deliver in, containing a digest of the Acts, the bye-laws, the rates, the selected districts, and lists of the several qualified pilots for each port. The arrangement for sub-commissioners, and for superintendents, the constant communication with every port in the kingdom where the authority of the corporation extends, have all tended to the establishment of an uniform system of security to the trade of the country; for no man can now take charge of any vessel as a pilot, for any port with which he is not acquainted; and every out-port pilot undergoes an examination by the sub-commissioners. From the whole of the present system, the pilots and the British and Foreign shipping, but particularly the latter, have been essentially benefited.

In case of any overcharge made by pilots, have you any means of obtaining redress?—We have not, with respect to the Cinque Port pilots; with the Trinity pilots, if there is any dispute or attempt at imposition, we appeal to the Pilots Committee, and we obtain immediate relief. I have two cases, exactly in point; one, with a Trinity-house pilot, and one, with a Cinque Port pilot; it was relative to quarantine, and the pilotage from off the Isle of Wight; he wanted to charge double what he ought to have done. I appealed to the Pilots Committee; they had

*George Joad,
Esq.*

(24 April.)

*W. T. Money,
Esq.*

(29 April.)

*John Nicholls,
Esq.*

*John Nicholls,
Esq.*

(29 April.)

the man up; he was suspended, till it was decided; and, finding he had attempted imposition, he was reprimanded, and sent back again. The other, we had been charged by the Cinque Port pilots 8*s.* a day, the law providing that they shall be allowed 8*s.* per day during their detention in quarantine; but they charged the day of their arrival, and the day of sailing; which was directly contrary to the regulations of the Trinity corporation; however, they contended that they had no control over them. We had, for several years, frequently submitted to it, to save the great expense of the Admiralty Court; however, it got on so far, that we were, at last, obliged to go to the expense of trying the question; and Lord Stowell gave it against the pilots. To save 16*s.* we have been obliged to incur an expense of 50*l.*; our proctor's bill was 48*l.*

Is it not very desirable, that a more summary mode of redress should be established against the Cinque Port pilots, as is the case with respect to the Trinity pilots?—Precisely so; if the Trinity corporation would take the regulation of those matters we should be perfectly satisfied; or if it was referred to the Magistrates of the Thames Police.

Have you, in the course of your experience, had any reason to complain of the charge of light duties on English vessels?—No, I do not complain of it; because, we have generally felt that the light dues are small, in comparison with the private lights and other port charges. I believe, the whole of the Trinity lights up Channel, are five-pence per ton, and the private lights, two-pence per ton.

Jovis, 16^o die Maii, 1822.

*Sir C. Hawkins,
Bart.*

(16 May.)

“Report of the Committee for Pilotage in respect to the Proceedings which have taken place with a view to the Establishment of Pilots at the Port of St. Ives, under the authority of the Acts of the 48th and 52d of his late Majesty.

“IN pursuance of the reference from the Board to consider and report on a letter transmitted by Sir Christopher Hawkins on the subject of a great abuse respecting pilotage that had lately prevailed at St. Ives, the Committee have had the record searched that particularly applies to that port, and they beg leave to detail the facts that follow on the subject of pilotage, since the passing of the Act, that are at all connected with the abuse practised there, as contained in the letter referred to, and which is but a solitary instance at this time of what was the practice too generally before the Act passed. It was the prevalence of these abuses, especially towards foreigners, that first prompted the corporation to apply to Parliament for an alteration of the then existing Act, which passed in the year 1732; which Act contained a clause that totally prohibited the brethren from interfering in the rates of pilotage, the enormity whereof had since been a serious grievance; such had been at that period the ascendancy of the pilots in framing that Act. Upon the communication of these abuses to Mr. Pitt, and of the necessity of exercising a control in this as in other cases over that body of men, he concurred in a fresh Bill for the regulation of pilotage, which it was judged necessary for trade and navigation to make, so extensive as to vest an authority in the Trinity-house over every port in the kingdom, for the appointment of pilots (except those having the power by charter, grants or acts of the legislature to appoint their own pilots), and also to establish rates, and in every case as far as possible to prevent the impositions practised. This Bill was circulated throughout the kingdom, for improvement and objection, if any occurred; and it was five years before the Bill, thus amended, passed into an Act, owing to changes in administration and many other causes.

“After the passing of the Pilots Act in 1808, the attention of the corporation was directed to the regulation of the pilotage at the several out-ports where no previous authority existed, of which the principal ports, viz. Portsmouth, Plymouth and Yarmouth, claimed their earliest consideration, and afterward the minor ports, among which was St. Ives, the port in question, regulating the pilotage whereof (on the 7th of July 1809), came under the immediate consideration of the Committee, who, on reference to the return made from that port by Mr. Wallis, the then collector for the corporation, resolved to appoint Mr. Wallis with Mr. Tremarne and Mr. Clarke, sub-commissioners for that port and district, and they were directed to examine into the qualifications of such as offered themselves for pilots, and of those who then acted as such, but named in the return; and were informed “that the

*Sir C. Hawkins,
Bart.*

(16 May.)

the Committee was of opinion that the number (30) mentioned by Mr. Wallis, was too great for so small a port, as unless the trade will afford a decent livelihood persons would not think it an object to qualify themselves and fulfil the duties thereof with that correctness and credit, that is intended to be established among those who are to be licensed; but that if the thirty persons named, are of good character and of an age to perform the duty, the corporation will not object to that number at present, as should twenty be found sufficient, the vacancies that occur would not be filled up until the number was reduced to that limit; that the qualifications of such pilots should be to take charge of vessels in and out of the port of St. Ives, and of the pier at Hayle, and from Cape Cornwall along the coast to Hartland Point." And the sub-commissioners were desired to state what number of pilots would be requisite for Padstow.

"On the 4th of August following, the sub-commissioners communicated that six or eight pilots would be sufficient for Padstow.

"A further communication from Mr. Wallis was laid before the Committee on the 21st of March 1810, stating, that not a single person had offered to become a pilot under the corporation's authority; and suggesting, as the opinion of sub-commissioners, "that as there are a great number of persons who act as pilots, and they cannot all be licensed, so none will accept thereof;" which being considered, as well as the trivial importance of the port of St. Ives, the trade of which was only in coasting vessels; the Committee did not think it necessary to proceed further in this business, there appearing no urgency for any establishment of pilots at that port; and hence agreed to let the same lie over; but directed Mr. Wallis to be informed, that when any number of persons there are disposed to accept licences, and the sub-commissioners will examine and certify their competency, the consideration thereof would be resumed.

"On the 23d July 1814, the subject of the regulation of the pilotage of the port of St. Ives, was again brought under the consideration of the Committee, by a communication from Lloyd's, stating the benefit that would result to the trade from having an establishment of pilots at that port, which had been attempted in 1809 without success, as no persons would then come forward to accept licences; but as five years had elapsed, the Committee directed inquiry to be made of the corporation's collector if there were then any persons disposed to act as pilots under licence from this House. In reply to which Mr. Halse stated that two pilots would accept licences, and that others would probably follow the example, and proposed that the pilots should be in two classes, one qualified for the harbour, and to all ports and places in the Bristol and Irish Channels, the other only for the harbour of St. Ives, Hayle and Portreath; whereupon Mr. Halse was informed, that the first measure was the appointment of three sub-commissioners (of whom it was proposed he should be one) as only two remained of the original appointment; but that unless the pilots would come forward, generally, to accept licences, the Committee was of opinion the establishment could not be carried into proper effect, and as the corporation of Bristol have a parliamentary authority to appoint pilots for the Bristol Channel as low as Lundy Island, none can be licensed at St. Ives to take charge of ships to the eastward of that island, nor can they go to Milford, where pilots are already appointed, nor to the coast of Ireland, as we have no jurisdiction there; and that the limits of St. Ives must be from Cape Cornwall to Hartland Point, within which limits only can pilots be licensed.

"A letter from Mr. Halse of St. Ives, requesting further instructions on the subject of pilotage was considered on the 16th of February 1815. When he was acquainted that the corporation required information of the number of vessels using that port, and of those, the number that take pilots, also the number of pilots that are ready to act under licence, so that there may be no interruption to the trade of the port; and that on the receipt of a communication on this subject, the Committee will proceed to the further consideration thereof.

"And on the 25th of May 1815, Mr. Halse, of St. Ives, addressed the corporation, stating the impracticability of forming a system of pilotage at that port under the Pilots Act, on account of the number of persons who act as pilots, the impositions practised by them, and the collusions between the agents and those persons; the particulars of which were so fully detailed as to induce the Committee to relinquish the idea of being able to form any regulation that would be either effectual or useful.

"The Committee having detailed the particular circumstances under which the regulation

*Sir C. Hawkins,
Bart.*

(16 May.)

regulation of the pilotage of the port of St. Ives has at various times been considered, and having in the course of their proceedings for regulating the pilotage of the numerous ports throughout the kingdom, experienced some difficulty at several of them, and at Scilly particularly, where much serious opposition existed, to the establishment of a system of pilotage under the corporation's authority; but which, after some time, and with considerable exertion and perseverance, in endeavouring to convince the islanders of their error, the Committee were enabled effectually to accomplish; they cannot but express regret that their endeavours in the case of St. Ives have not yet been successful, it appearing that great necessity has and still continues to exist for some legislative regulation to protect masters of vessels from the extortionate demands of persons following the profession of piloting without control.

"Trinity-house, London,
3d April 1822."

Is it your opinion, that had such sub-commissioners been appointed, and persons acting as pilots under their supervision, the shipping of that port would have been relieved from the extortions and impositions under which they at present suffer?—Yes, I think so; in order to render the laws more effectual for the preservation of merchant vessels on the British coasts, for securing vessels and property when wrecked, for preserving the lives of seamen, and for preventing impositions on the masters or owners of vessels, it may be necessary to adopt regulations for shipping in the following cases: first, in respect to vessels intentionally brought into danger, destroyed, abandoned, or plundered by their own crews; secondly, for giving more prompt and effectual assistance to vessels driven by stress of weather or otherwise near the coast, and in danger of being wrecked; thirdly, for more effectually preserving wrecked goods, and for the better regulating of pilotage, agency, and the repairs and supply of vessels. It might not be difficult to state instances on each part of the first case that have happened on the coasts of Cornwall; but as it is only necessary to prevent the recurrence of such abuses, I will suggest, that whenever it shall appear to the collector of either of the customs or excise of the nearest port, or to any magistrate of a county, that there is reason to suspect that any vessel has been designedly wrecked, abandoned, destroyed, or plundered, in any such case the collector of customs or of excise, or any magistrate of the county, shall have power to summon a jury of pilots or of seafaring men, and to bind over or imprison the master or crew of such vessel, until the ensuing sessions or assizes of the county. In the second case, as vessels are often driven by stress of weather near the coast, and in danger of being wrecked, and as the master is frequently unwilling to incur the blame of his employers, by getting the assistance of persons on the coast, or of the expense of running his vessel into port, I would propose that the collector of the customs or of excise, at the first port at which the vessel arrives, shall have power to award remuneration, subject to appeal, for the service and for the return of the persons who have given their assistance. In the third case, as the recompense to salvors is often inadequate, and most frequently delayed, and thereby not giving sufficient encouragement for the protection of wrecked goods, I would propose that the remuneration to the salvors should be awarded by a jury of seafaring men, under the direction of the magistrates. It too frequently happens that agents are indirectly concerned with pilots, and in the supply and repairs of vessels, and that the detention of vessels by Admiralty process is too frequently practised; it seems essential that some law should be made to prevent and curb the rapacity of such persons, and, if possible, to prevent agents being in any way concerned in furnishing or supplying what they must afterwards allow and approve.

Jovis, 27^o die Junii, 1822.

J. Shipdem, Esq.

(27 June.)

HAVE you not a regulation at Dover, by which the benefits of piloting vessels into Dover Harbour are secured to Dover men?—There is the Boatmen's Act, which authorizes the appointment of boatmen to pilot vessels into the harbour, boatmen under the commissioners of salvage.

Is a man, who does not belong to Dover, entitled to pilot a vessel into Dover harbour, and receive the payment for so doing?—Not unless he has a licence under the commissioners of salvage under the Boatmen's Act.

Are

Are those licences granted to any others than inhabitants of Dover?—No; the Act regulates that there shall be sixty at Dover, sixty at Deal, and a certain number at Margate.

J. Shipden, Esq.

(27 June.)

Are the boatmen, who are licensed at Margate, and Ramsgate, and Deal, authorized to pilot vessels into Dover harbour?—That is a question I cannot answer; it does not come within my cognizance; it comes under the commissioners of salvage, and under Mr. Payne, who is register to the commissioners, I am not able to give information upon it.

Have you never heard that vessels that would have taken shelter in Dover harbour, have been prevented from so doing, because the pilots who had them in charge were not competent to bring them into that port?—No, I do not recollect to have heard such instances; when they come off the harbour a branch pilot has a right, if he pleases, to go and supersede them, unless they are in a state of distress or in a storm. I believe that Deal, and Ramsgate, and Margate, have never adopted the regulations of the Act.

Mercurii, 28^a die Maii, 1823.

The Right Honourable THOMAS WALLACE, in the Chair.

Thomas Brown, Esq. called in; and Examined.

YOU are a member of the Trinity-house?—I am.

Have you been long in the Trinity-house?—Since December 1814; nine years.

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Have you been in the habit of taking an active part in the business that is transacted there by the Elder Brethren?—I have, of late.

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Within what time?—I may say I have been in the different committees from the commencement, or after a very few months.

Are you a member of the Pilotage committee?—I am not; I have been, but am not.

How long have you ceased to be?—Three years.

Has your attention been directed to the question of Pilotage?—I have, of course, understood the nature of the pilotage, because the whole of the complaints or arrangements for the pilots come before the committee of pilotage, and are always afterwards, reported by them to the board or court for their approval; or assisting in the way of advising.

Do those reports undergo discussion in the court?—Constantly, if of any moment at all.

Have you ever received any complaints on the subject of the charges?—From the shipowners or the pilots?

From the shipowners. Have you ever received representations from shipowners?—There were in 1817; the shipowners had sent to the Privy Council, and they sent to the Trinity-house for their opinion; and it was returned.

Did some correspondence take place at that time on the subject?—Yes, in 1817.

Was one of the subjects of representation the rates of pilotage?—Yes.

Will you state, in your opinion whether the rates of pilotage have, subsequent to that time, undergone any reduction?—They have not undergone any reduction by the Trinity-house, they have not had it in their power to reduce them; it is by Act of Parliament; it is not in their power to reduce them, it is by a scale.

Are you a shipowner also?—Yes, I am.

Then of course you have been led to consider this subject in the two characters?—I have considered it.

Since the period at which the rates were fixed by the Act of Parliament, considerable changes have taken place, particularly the change from war to peace; of course the demand for the pilots is much less than it was at the time those rates were fixed?—Yes, the trade has not been equal.

As to the number, do you think that they would admit of any reduction, or would it be desirable that they should be reduced in point of number, not immediately

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the London pilots, but those under the direction of the Trinity-house?—The London pilots I am speaking of; the North and South Channel pilots are reduced.

What number do they consist of?—One hundred and seven at the present moment, say North and South Channel pilots.

In reference to the trade and the demand for them, do you think they would admit of any further reduction?—During the time I was in the Pilotage committee, (which was longer than it falls to one's lot generally, for I went in a part of the time for a friend who was absent, we go in for two years,) during that time, having ships, it was natural that I should pay considerable attention to it, and the study was thus to reduce the numbers, thinking that was the best mode of giving them employment to meet this deficiency in the trade; and it has been brought down to a much less number than once was conceived requisite, and which would be required, provided there was any change of circumstances as to times. We thought of coming down to 132.

Do you think they are brought as low as they conveniently can be, with reference to trade?—I think so.

Under the present numbers do they obtain sufficient occupation?—They complain a great deal. The shipowner is at liberty to go and make his selection from the pilots, the man that he best likes, consequently some get a greater proportion than the others; some have a large proportion of the numbers that go out of the river, while others have a small proportion; it is on the merit of the man; that is a thing which I hope would not be expected to be deviated from, for you naturally wish to select the man you have a confidence in.

Are not all the pilots that are appointed fully competent to navigate a ship up or down the river?—Certainly they have been so, but age and infirmities will always fall on every man, however good he may have been.

All the pilots go through an examination?—Yes, but age and infirmity will follow; by favouritism you give the preference.

The Cinque Port pilots, how many do they consist of?—The Cinque Port pilots, on having a reference to the Cinque Port Act, are at 140; when that Act was obtained the pilots were 120, they were increased to 140, and might be increased to 160 and to 180 by an increased per centage on their rate of pilotage. At the present moment I think they stand about 137, but I have no precise knowledge to one or two; I conceive they stand about 137.

Were the rates of the Trinity-house pilots raised at the same time?—No.

Is there any difference between the rates of the Cinque Port pilots and them?—Yes, in consequence of that number they have an increased rate, the Cinque Port pilots have an increased rate of 5*l.* per cent over the Trinity-house pilots taking a ship down, with power to increase it if they increase their numbers.

Have there not been considerable complaints on the part of the Cinque Port pilots of want of employment latterly?—We have no complaint of the Cinque Port pilots that come to us, we know nothing of them in an official way; the increase by the Act of Parliament is subject to the approval of the Trinity-house and the Lords in Council.

Is there any power of reducing?—There is no power of reducing; there is a power of preventing increase, and the reduction is as they die off or are superannuated.

Then you do not think, under the present system, the Cinque Port pilots would admit either of reduction in point of number, or of reduction in point of rate?—My own opinion is, that when their reduction of numbers comes down to 120, that the 5*l.* per cent extra should cease; and that the general reduction should then take place in the Trinity-house pilots for the North and South Channel downwards and the Cinque Port pilots, bringing them under one regulation and at one rate.

What amount of reduction do you think might be adopted?—10*l.* per cent.

Do you recollect those representations that were made in 1817 by the shipowners?—Yes.

Do you recollect what they asked?—They asked considerably above my recommendation, as they asked 25*l.* and 15*l.*; 25*l.* in summer and 15*l.* per cent in the winter, and I thought that if they had 10*l.* to 12*l.* which was the expression then used, if they had 10*l.* per cent taken off, that would do. That increase of 5*l.* per cent on the Cinque Ports was done in consequence of the great call for Cinque Port pilots for the navy; that appears not to be required, and the numbers with them as

with

with us should retire down to the former scale I think, and then they could afford to go on the same terms and rate.

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After some discussion and correspondence the parties came nearly to an agreement for a general reduction of about 16 l. per cent?—I think that after it went with the shipowners they came down to 16 l.

Nothing was done upon that?—Nothing.

Do you think that 16 l. would be fair to both parties now?—I should think that would be bearing too heavy, the travelling expenses and the times have altered very considerably.

You state travelling expenses as one of the charges, now with reference to those travelling expenses, do not they arise from the regulation now subsisting, that a pilot who takes the ship down cannot bring it up and *vice versa*. It arises out of that regulation, does it not?—It arises out of that regulation, which is not a regulation under any Act of Parliament or under any body. If the Cinque Port and Trinity pilots could be incorporated under one Act and be under one regulation, and an arrangement made instead of increasing the pilots, that in war time only, for that is the time the trade requires it, if in war time only, the corporation, or the body that they were under the direction of, was allowed at their discretion to fill the warrants which the pilots possess to take ships both up and down during the time of war, and at the discretion of the body that appoints them; I think it would be of great benefit to the trade.

Will you state whether travelling expenses arise out of the regulation, that those who take ships down should not bring them up, and *vice versa*?—To save one expense they would incur a much larger one, for unless a man keep two houses, one in London and an other at Deal or Dover, he would not have a place to go to but a public-house; consequently he would be at a considerable expense, waiting for a ship, and I conceive it is only at the arrival of fleets that they could so make use of the advantage given them.

Do you see any objection to that being a regulation, that the pilots should be allowed to pilot ships both ways?—My opinion is, that in peaceable times it would answer no good purpose, in war time it might.

Is there any objection to it?—I do not rightly see; it might interfere with the persons who at the present time have no more than bread to put in their mouths; I was looking in war time for the assistance and protection of trade; and in war time I think it would be of great benefit; in peaceable times it is quite a matter of opinion whether it would do good. As to injury, it could do no injury, nor any good.

Would it not have the effect of reducing the number of pilots?—That would depend on the circumstances, as I stated, how a man would feel; if I sent a ship down with a pilot to the Downs, and when he got there the wind was easterly, there would be no ship that could arrive, and he must be at an expense.

What is the objection to their being licensed to bring ships both ways. Do you know any objection?—I do not know of any absolute objection, beyond that which I have named, that I do not see any particular good that arises from it.

Would it not reduce the number of pilots?—Then I think if a fleet was to arrive, if we were to change our situation from peace to war, valuable pilots are not made in a day, and if such change of circumstances was to arise, that is the injury. I have been a considerable shipowner, and I know the value to me of a good pilot, and when he is in charge of my ship, the safety and satisfaction to my mind is very great. But if we reduce the numbers, and the Lord Warden of the Cinque Ports is to select men in a moment, without trial or experience; and when I tell the Committee, that no man appointed as a pilot, either at the Cinque Ports or at London, that can before three years take a ship of above 14 feet water; he must be three years in practice before he can come to a ship of 15 or 16 feet water, and we know that all loaded ships get above that; therefore, it is a most valuable thing to have a first rate pilot, as in the event of a war taking place, you would have no persons fit to go into those situations.

Then your objection to reducing the number of pilots is that it would be difficult to increase them with competent persons at the commencement of a war?—I am so satisfied that I should dread the result, if such a thing was to take place.

At the Cinque Ports they have not the same privilege which you describe to be possessed by the merchants in respect of the Trinity pilots, that is, they have not the power of choosing, but they must take the first that offers?—That I believe

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was never intended to be otherwise, for that is the great satisfaction that the ship-owner and master has always sought for. It is so, in consequence of that particular restriction compelling the persons being afloat down to Dungeness that supersedes it, but never was intended to supersede it.

It does impose that obligation on the master or merchant to take the first pilot that offers?—Yes, and the intention of that distance-money or boarding-money, as they have called it, was in my opinion intended for the satisfaction of that man who came on board and brought the ship within the limits of my sending for any choice pilot, if I did not choose to take him up.

According to the present construction of the law, the pilot who first comes on board is he who is to have the care of the ship up to London?—Gravesend or London.

That is the construction of the law?—That is the construction as appears by the Bill, and, as I observed, it was misunderstood by the shipowners of the day in passing that Bill. It never was considered as compulsory on one side. The order of Council come out to relieve it one side; the shipowners made an application in 1817, and they succeeded by an order in Council so as to prevent it. The ground of the application was that it prevented the pilots from being compelled to be at sea; it forced us to take those that were at sea. The compulsory part was taken off them, compelling them to be at sea; whereas the compulsory matter remained on the shipowners, who would find nine-tenths of the pilots ready to come on board in fine weather, and in foul weather they might take the ship in themselves.

Do you think it would be desirable that that provision of the law should be done away with, and that the owner or captain should have the power of selecting in all cases his own pilot, to whom he will entrust the ship?—On giving proper notice. The Trinity-house have river pilots exclusive of the North and South Channel pilots, and when the shipowner expects his ship home he gives what is called a choice card to the man whom he selects, he goes down to the Trinity agent residing at Gravesend and passes it to him; otherwise, if there is no choice card, every river pilot takes his turn by a rotation card that this agent constantly gives them every morning when they go afloat, but that choice card supersedes and displaces that rotation man when he comes up to the particular limits.

That power of selection as you have described it goes only to a selection of a pilot from Gravesend to London?—I should think that no man should be a selected man unless something of notice was sent down for them to the proper office at Dover or Deal.

You would apply that mode of selecting?—It seems so to me.

Then your opinion is that that selection should be permitted; but, in something of the same way that it was practised at Gravesend, in respect of the river pilots?—Yes.

Does not the present system of Cinque Port pilots, making it necessary to employ the first pilot, hold out an inducement to the pilots to be active in getting to a ship?—If that part of the boarding-money was done away, that principle and that power ceases, it is on account of that boarding-money.

Is there any rotation established at the Cinque Ports?—I imagine so; I am not prepared to say; but I have no doubt about it.

If no pilot comes off, nor comes on board the ship on such a signal for a pilot, they must take the first that is in turn, and cannot make a selection?—That is the construction that is put on the late matter, but not usually in former days.

Do you think it of great importance to the convenience, and even to the security of merchants, that this power of selection should be possessed by them?—It is one of those things that I have never known or heard of, but what have felt more satisfied to have the man he was acquainted with than have a stranger; I ever felt easy with the power of selection.

You do not think of taking away that power intended by the Act; but incident to the regulation with respect to the boarding?—I think so.

Have not the charges for boarding been very much complained of?—By every person that I have heard speak of it.

Have you ever turned your mind to the subject so as to state what reduction ought to take place in those charges?—I think the compulsory part of it should be taken off, which compels the ships to take the pilot.

Then you think if the compulsory necessity of taking a pilot at given points was taken away the charges might be reduced?—I think so; a guinea off; it is five guineas

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guineas, three guineas, and two guineas if I recollect; but five guineas is a very heavy charge, and what makes it appear to be hard on the trade is, that whether the size of the ship is 150 tons, or whether 550, or 750, or 1,300, the boarding-money is the same. That never can be bearing fairly on the trade.

Is not the danger and difficulty and expense of boarding to the person who is to go on board the same, whether the ship was a large or a small one?—That is certainly very true as to the risk a man runs; but I should say it is improper for a small ship to pay in proportion to the large one.

Is there not another reason, does not a small ship come much nearer to the coast and receive her pilot with much more facility than a large one would do?—I do not think that makes any particular difference, for when they come round Dungeness they come close to and nearly in a direct line whether large or small.

If you were to reduce it materially, if you were to make a considerable distinction between large ships and small ones, would it not prevent pilots from going on board small ships?—It might have the effect on the parties managing the pilot's boat; but I believe that money is passed into a particular fund separate from the pilotage; but if there were a large ship and a small ship together, the pilot would strive to get the large ship, because his pilotage is of more consequence to that than the small one.

There is no compulsion on the pilot to go out?—No compulsion, not now.

Then if he thought he had a chance of the large ship he would not go out to a small one?—I believe he is obliged to take his orders.

When a signal is made he must go?—Yes; because there are so many kept afloat to be ready to meet whatever trade may happen to be coming up.

Would any advantage arise from altering the points of boarding, so that it might commence at Folkestone instead of Dungeness?—I think so; there is a time when with wind and weather and a stranger, that he might be glad to pay that five guineas, or whatever it might be, take off the compulsory part of it. If a man requires the services of another let him pay for it, that would be his distance-money.

How could he make that known to persons on shore that he was ready to pay?—Then if they do not come off, they do not get it; if they are not afloat looking after their bread; it is only for those on float. When the westerly wind is bringing up a fleet they work as low as they can by Dungeness for ease and comfort; there they lie in smooth water; they must come round Dungeness point, and there be ready to board them, whether they require a pilot for distress or a pilot to London; they are only upon their duty, and they have a rotation card, as I conceive, similar to our Gravesend people.

You state that you think it would be advantageous to alter the points of boarding?—My opinion is, that the compulsory part should be taken off altogether, giving the same privileges of being out to look out for ships; that is the view I should take of it; that the whole of the Cinque Port pilots should have the privilege of going round the South Foreland seeking for ships generally which come up with a westerly wind, and to have the same chance one with another; it is the competition, then they may go down to Dungeness if they choose.

Do you think it would be desirable to enable them to take them at any other point?—I have decidedly stated that my opinion is, that if it is to be compulsory let it be so on both parties.

Do you mean that the pilot is not to be bound to go to sea, and that it should be perfectly at the option of the master and captain of a ship, whether he would take a pilot or no?—No, before that compulsory part got into the Bill every ship was bound to take a pilot; every ship did take a pilot, and every ship paid so much money for bringing a pilot on board, and the pilot paid something himself to the boat that brought him off; and every master had the opportunity by a particular flag of giving notice on shore, that a pilot was wanted to come off to him; when he hoisted that flag, he made a signal; every ship should be bound to take a pilot; but the compulsory part, that the ship should take the pilot, and the pilot was not to be compelled to be at sea, but only at his own pleasure; that does appear to be hard upon ships that they are to pay men to come to Dungeness in fair weather, and that they are not to be found in foul weather.

That is the case if they see the ships go by and do not go out to them?—I know in foul weather I hardly ever have one to pay, and in fine weather I always have one to pay. I will not say where they are, but I can only say, in foul weather I never

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have any to pay for, and in fine weather I never escape; but in fine weather we do not want them.

Do you know of any other part of the coast of England, except between Dungeness and the Downs, where boarding-money is demanded?—I believe none is paid in any port or place on the whole of the east coast. There is a poundage on every man's pilotage, (I speak of the Trinity-house pilots), a poundage charged to every man, which goes to the support of the boat that takes him out for employment. There is no charge to the ship; there is no charge from any fund in any way, but a poundage to support a boat to take them on board, which the pilot pays out of his own money. In the English Channel in the same way; in all the English Channel there is no such deduction made by the Trinity-house. They are called district-pilots; there are boats furnished at every place, and regular districts for each man to go, and he cannot go beyond that line which is marked out for him; and if he was in charge of a ship, and came into another situation, he is put out, and the other takes charge of the ship.

If the Committee understand you with respect to Trinity pilots, there are boats kept on the part of the Trinity-house for the purpose of putting them on board, and the expense of putting them on board is paid by a poundage, which the pilot is obliged to pay himself?—I have stated that they do on the east coast, and that in the Channel there are the district-pilots; there are so many pilots appointed, and they find the boat, and the boat belongs to them. There are two first-class pilots, and two second-class pilots, and a boy, attached to each vessel; they are bound to find among them a vessel, and there is no charge, nothing on account of that; they pay for it, and find themselves.

Do not they receive boarding-money?—No.

Boarding-money is confined to the Cinque Port pilots?—I have heard of no boarding-money except between Dungeness and the Downs.

The Committee would ask, whether as to Dungeness it does not frequently occur that ships coming up Channel find, when they get the length of Dungeness, that, from the state of the shipping in the Downs, or from the weather, it becomes desirable to enter under Dungeness; in such case, would it not be a considerable inconvenience if the rendezvous of the pilots was removed upward from Dungeness to Folkestone?—That is a question which I am at a loss how to answer. I never knew a ship anchor under Dungeness, bound to the Downs, coming from the westward. She may lie off and on waiting for day-light with the South Foreland lights. I do not remember a ship anchoring in that way, nor ever had an idea of such a thing.

Lying off and on, she would desire to have a pilot on board?—Yes; there are situations sometimes when this distance-money would be very desirable; and if they would extend their service down as far as there, where they have an opportunity of getting on board so readily if the ship required them; but if the compulsion is taken off, let there be a scale. Let it stand as it is, only take off the compulsion on each side. It is off on one side. The order in Council took the compulsion off from the pilots being bound to keep the sea, but found that they could not take it off us. It was applied for on both sides. The application was to take the compulsion off from both parties.

The Committee would wish to know respecting districts, whether you consider there is any objection to grant a licence to a pilot for any range of coast which he may be able or qualified for, that he may be competent to conduct?—He continues in till he is turned out.

Do you think any advantage would be derived from that?—I always considered it a great advantage, because of the local situation which all such pilots would know, being attached to a particular harbour, not looking to ships running up, but looking to ships that want to come in. There is a harbour in every situation. It is for somebody who has a local knowledge in that district, who has been considered by the Trinity-house as the most likely to answer the purpose for the benefit of the trade; and in furtherance of such a plan there are sub-commissioners at each district, for the Trinity-house would not otherwise be able to examine and to understand such an arrangement, if it was so extended.

Is there any inconvenience in changing the pilot when the ship comes up?—No, they all know it; they have their boat with them.

Does it not produce a variety of charges for boarding-money?—The charges are so moderate; it is the greatest protection to trade when you come into a district where

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where you are not bound to take a pilot without you are going into a harbour; and it is to get a man locally acquainted that they fix upon a line of coast with those pilots; there is no compulsion the whole way up the Channel; but for the regulation of the stranger and the foreigner there is distance-money, that if a pilot takes charge of a ship for ten leagues, or for fifteen or twenty leagues, and he brings her to a port by the master's wish. I conceive the distance-money is the greatest protection that can possibly be to the foreigner and the stranger. It is not compulsory upon either party for one to say you shall take me, or I must be at sea, or the other to say you shall come on board, but if I want your services I have no occasion to make any arrangement, for it is settled by a scale.

Have you ever heard complaints from foreign ships, where there has been no compulsion on either side of their not finding pilots?—Never; the committee sits in the house frequently, and if there is such cause of complaint, they do not communicate it; but if they go into port, there are sub-commissioners in every port in the Channel, and if there was any well grounded complaint, a suspension of the licence would be the consequence. There is a compulsion on pilots, if you want to go into harbour; and so it should be if a man wants to come up, in all classes of ships, with the exception of Baltic ships and some others, for those men are acquainted with the navigation; the Baltic ships are mostly coal-masters. It is requisite to keep the compulsory matter upon ships going into port, and to take pilots in coming into the Thames, particularly, I think. We thought a great deal upon that, speaking of foreign ships, and it was considered, if the foreign ships knew the way up the river, and could bring their ships up, the policy of the measure was to be considered, whether it would be proper for foreigners to have the privilege of coming to know all your sands and channels, so as to be able to come up. There is a necessity for giving men encouragement, and a necessity for them to be afloat at a distance, and a necessity for the ships to be obliged to take pilots when they do keep afloat.

Before the district arrangement took place, were there not complaints from some of the western ports, of the pilots of the eastern ports coming and depriving them of their emoluments?—Yes; that was the cause of their getting regulated into districts.

Is there any difference in the rates between foreign ships and English ships?—Not since the arrangement took place, that such foreign powers as admit our ships on similar principles as their own, they are in all points considered as British ships.

How many has that been extended to?—To almost every power.

Is there any difference in ships which are called over-sea ships and coasters?—The coasters are not bound to take pilots at all; but if they want a pilot, it must be a licensed pilot.

The pay is the same?—The pay is the same.

In what situation are those Irish traders, are they considered as coasters or as over-sea ships?—There has been a great deal of puzzle about them, for we strove to follow the Custom-house; what the Custom-house calls coasters are passed as coasters, and what the Custom-house calls over-sea traders we call so; we go on that principle, and we think we cannot err while we have them to go by. It is not one port alone, but every port round the kingdom that we have correspondence with, as to subjects of complaint of this ship and the other, particularly since the regulation made last January, and the constant reply to the collectors of the customs is, that the Custom-house admits them as coasters, and we do the same.

The Irish ships are not treated by the Custom-house as coasters?—It depends upon the particular cargo they have on board. It is under a special Act. It is not possible to define, and is on provision. We cannot tell, but the Custom-house can, when they see how much comes in, so much of this sort and so much of that; we go on the principle of the linen traders, which is a very valuable trade; if they come to London the underwriter's responsibility is great, and for the sake of safety without a pilot there would be the risk of the ship and cargo; it then becomes the Trinity-house to say you are not a coaster, and therefore you are bound to take a pilot.

The regulation of the pilot with respect to an Irish trader will follow the regulations of the Custom-house?—That is the principle we follow; one person puts a construction this way, and another another way, and therefore we do not know a better guide to go by.

With respect to one of those particular subjects to which the correspondence you have adverted to turned, I mean the constant traders, what objection exists to extending the exemption from pilotage, which now subsists under the Act of the 52d

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Esq.

(28 May.)

of George the Third, to constant traders driving inward by the North Channel to all the entrances of the river Thames, and giving them the same privilege on the outward voyages?—This question applies to ships that have the exemption of coming by a certain channel; coming by that channel may lead to considerable inconvenience.

What the Committee want to know is, whether there is any objection to extending that privilege to that description of ships which are supposed not to stand in need of pilots to those that come up by one channel, or if they come by another channel up the Thames?—I am not prepared to answer that question; I do not know the cause how it originated that these vessels have the privilege as far as Dunkirk. I have it not so fully in my recollection how that particular error crept in.

The privilege of coming without a pilot given to the constant trader is confined to those vessels which come up the North Channel?—Yes.

You know the north traders are confined to those between Boulogne and the Baltic, is there any objection that you are aware of, to extending to these particular traders to whom the privilege is so confined, to exempting them from the necessity of pilotage, provided they enter the Thames by any other channel than the North Channel?—I think there is one thing; I understand the Committee to be speaking of ships coming to London.

Of those ships that go under the technical name of constant traders, which is a name well understood?—We have a controlling power, if by coming round Orfordness they come upon our pilotage; if they come upon the Cinque Ports we have nothing to do with that; therefore I do not know that it is in our power; the Trinity-house have no control in saying the ship should not come up the Channel without a pilot, that is the Cinque Port pilot.

Is there any advantage in keeping a liability for the ships coming in one channel, when they are not subject to the same liability in coming up another; do you think it would be disadvantageous if the privilege was extended to both?—I do.

To extend it to other channels?—Yes.

State your reasons?—One of the reasons is the giving employment to the pilots who are fixed at Ramsgate and Margate, for the express purpose of seeking for ships coming in that direction. The next is, that I conceive the cargoes are more valuable that come in that way, consequently that a greater risk is attaching to the underwriter.

Does not this sort of inconvenience frequently happen, that ships, in order to avoid the expense of pilotage, which would otherwise naturally come on them by the South Channel, attempt to gain the North Channel?—I do not know.

Is it not an inducement?—It depends so much upon wind and weather, and the distance they must run, and unless the days are long, I am not prepared to say.

Do not you know that ships have been lost in attempting to do that, in trying to gain the North Channel?—No, I do not know it.

Do you know that that deviation, if it should be attempted and fail, would prevent the underwriters from being subject to that loss?—Without they brought it in as barratry of the master, I think no owner would be warranted to deviate from the South Channel to the North Channel, running the risk he must to save the pilotage.

If they should be permitted to come without pilots inwards as they are up the North Channel, can there be a reason for their not being permitted to go without pilots outwards?—If it is thought that the establishment of pilots is not necessary, then every ship will go without a pilot; but if you keep pilots you must protect them; in order to get respectable men you must support them by protection, and saying that all ships are to have a pilot.

Do you think it would be advantageous to take off the present exemption?—I should say decidedly no; I think not: I think it ought not. Constant traders are not unacquainted with the passage; but I speak of the pilots as being for the protection of the underwriters; and I think the underwriters should be considered in it. It is not enough to say that because a voyage in a trading vessel, unless he has had some experience; I think the man who calls himself the master of a regular trader, should undergo some examination, to show that he is qualified for the Channel. If he can undergo an examination to show he is qualified for the Channel, I should say certainly there ought to be less restraint imposed upon him.

Do not all masters undergo examination?—No; not in the merchant service.

Do you think with a view to the revenue, that the necessity of taking a pilot for the outward voyage should be maintained?—I should hope that with the reduction of 10 *l.* per cent in the North and South Channel, that the pilots might be privileged as to the export trade, equally to what it does at this moment.

Are

Are there frequently disputes between the Cinque Port pilots, and the captains or masters of ships?—It is very likely to be so.

Thomas Brown,
Esq.

(28 May.)

Do you think there would be any objection to grant a power to a magistrate to hear and determine disputes between masters and pilots?—I have no hesitation in stating my opinion, that all differences should be settled in London, for the correspondence down to Dover, where the business is transacted, makes it unpleasant; you cannot have things so satisfactorily settled as in London. I should say the regulation of the pilots, under some head of arrangement in the Trinity-house, ought to have the settling all disputes in London.

Are there any observations you wish to offer to the Committee in respect to any regulations that might be adopted, with a view to relieve the navigation of this country from any, and which of the compulsory clauses of the Pilot Act?—Having stated in my opinion, the reduction that should bear on the Cinque Port pilots, and the North and South Down pilots, for I do not mean the up-pilots; I should take this opportunity of stating, that for the district pilots in the Channel, they are pilots who I conceive to be most useful to the trade, and particularly to the stranger: there is some relief appears to me requisite as to the compulsory clause attaching to ships taking a pilot, going into this port or the other in the Channel, wind-bound; they should not be forced into the measure of taking a pilot, unless they enter the port for the sake of goods or passengers, or to discharge goods.

Do you not consider that if the owners or masters of ships were obliged to employ pilots in rotation, the consequence would be to abate that zeal in the discharge of their duty which competition excites, and by which the shipping of the port of London would be materially benefited?—I decidedly have stated, and do state, that the power should reside with the owner or the captain in making choice of his pilot; I have stated that, both for the Cinque Port and the river pilots.

Will you state what steps are necessary now, subject to the Act of Parliament lately passed, to put the Irish traders on the footing of coasters, with respect to pilotage, or will it be done as a matter of course by the Trinity-house when it is done by the Custom-house?—If it is done by the Custom-house, it will be as a matter of course, if they consider them as coasters. When the Irish trade has come in, the reference will be if in the Custom-house they consider them as coasters or over-sea traders.

Lunæ, 2^o die Junii, 1823.

The Right Honourable THOMAS WALLACE, in the Chair.

Mr. William Law Ogilby, called in; and Examined.

WHAT is your profession?—I am a ship agent in the Irish trade.

Mr.
W. L. Ogilby.

(2 June.)

You presented a petition to the House of Commons recently, on the subject of the charges for pilotage on Irish ships?—I did.

Will you state what those charges are?—In some instances they come very heavy. I represent one gentleman at Belfast, who pays on the ships he owns to the extent of 1,700*l.* a year; his vessels are constantly passing and repassing; they make ten voyages in a year.

How is the pilotage, with regard to Irish ships, regulated?—The pilots insist, that whether we have corn, or what we are loaded with, the ships from Ireland must take pilots. I have brought up a charge on one vessel lately, 15*l.* 1*s.* 6*d.*; that vessel will cost 12*l.* out; she will make ten voyages in the year; that will come to 270*l.* This man has seven ships in that trade.

What is the burthen of that ship?—165 register.

Are they put upon the same footing that ships trading to foreign ports are?—Quite so. The Trinity-house pilots define our liability in this way, that if we report as coasters we are not subject to pilotage, but if we go up stairs and report as foreign vessels we are subject; but the Cinque Port pilots will not admit of that distinction; when we go out with foreign goods subject to duty, we clear out above stairs.

All vessels from Ireland are obliged to take pilots from the Cinque Ports?—Yes; sometimes we creep by in the night, and they do not catch us; but if they catch us, they make us pay.

Mr.
W. L. Ogilby.

(2 June.)

When you do pay, you pay on the principle of foreign ships?—Yes, we do.

How do you pay at Ramsgate and Dover harbour?—At Ramsgate and Dover harbour they make us pay every voyage as foreign ships; coasters pay once in the twelvemonth, unless they happen to make a foreign voyage in the course of the twelvemonth.

What difference would it make to you, if you paid as coasters?—It is charged so much upon the draught of water.

What is the difference, by the draught of water, upon the foreign ship and the coaster?—We have no charge at all for pilotage, for a coaster.

In no case?—No. If a new captain is coming up for the first time in a ship, and he does not consider himself to have perfect knowledge of the Channel, he will send his boat on shore at Deal, and get a man who will bring him up for 5*l.*; a man who is not a branch pilot, but understands the Channel sufficiently to assist him.

Had you made any application to Parliament previous to this petition to Parliament?—Never, to any constituted authority; we have often complained to the Custom-house.

Both Ramsgate and Dover Harbours charge you in the same way?—Yes, they do.

Do the coasters pay to them?—They pay once a year; we pay every voyage.

Has any reduction taken place with respect to lights?—Yes, there has.

How do you pay now?—I am not enabled exactly to say.

Do you pay as coasters or as over-sea vessels?—When we come in with corn we pay as coasters, but when we come with other goods they have not given us the same reduction as coasters.

Do you consider that your vessels are at all safer for having a pilot on board?—Not at all; when a man comes up ten times in the course of a year, even if he had not a previous knowledge, that would be sufficient, but they mostly have had previous knowledge, having served in subordinate capacities.

It would make no difference in the insurance of the ship?—None at all.

How does the 10*l.* outwards arise?—Because our ships outwards almost invariably have some goods on board that are subject to duty, they will send us up stairs at the Custom-house to clear out from thence; therefore the Trinity-house consider that we are liable to taking a pilot.

If you report below you are not obliged to take a pilot?—No, the Trinity-house would not consider us liable to take a pilot if we reported below, but if we have any goods liable to duty they oblige us to report above stairs.

Goods liable to duty, on being reported for Ireland, do you mean?—Foreign goods coming from Ireland on board, and subject to a duty here, supposing we have some rums that would not sell in the Dublin market, and they send them over to the market here, then we are obliged to report up stairs, we only report below stairs when we have not goods on board subject to duty.

The Trinity-house charge you, whenever you have any goods liable to duty?—Yes; but the Trinity-house takes us only when we are outward bound, and then we generally have some things on board liable to duty; we always clear out above stairs.

Then you are obliged to take a pilot?—Yes; that is the distinction the Trinity-house makes.

It is not that the Trinity-house compels you so to report?—No; but in our applications to the Trinity-house we have frequently been there, and they say, “where did you report, up stairs or below?” we have said, “we reported above stairs,” “then you are a foreign vessel;” that is all the declaration we could get from them.

That rule is founded upon the practice of the Custom-house?—Yes, it is the Custom-house that are the judges how we should report; but that is all the answer we can get at the Trinity-house.

In that case they call you an over-sea trader, not a foreign ship?—Yes, an over-sea trader.

In the course of the year there are a good many Irish ships lost, are there not?—Indeed I do not know; we have not many ships lost in the course of the range where our pilotage reaches, we have such cases very seldom; I do not know that we have had an occurrence of the kind this year.

Has it come to your knowledge that such an event has taken place when a pilot has

has been on board?—Yes; getting on Margate Sands, and things of that kind, just as often with a pilot as without.

Supposing the ship were carrying the same description of goods with which you clear out from the Custom-house at the upper room, from London to Liverpool, would she take a pilot?—No, she would not be bound to take a pilot; and a Liverpool ship coming in, in the same way, would be obliged to go up stairs to report, and yet she is called a coaster; a Liverpool ship, bringing up sugars or rums, will report up stairs also, but that does not prevent her being considered a coaster.

But if you bring the same goods, and report up stairs, you are considered as an over-sea trader?—Yes.

And the same outwards?—Yes.

Have you ever asked for any explanation of this?—No, we have never asked for any explanation beyond what the Trinity-house gave us; the charge for pilots being very heavy, that is the greatest grievance; we have reason to complain as to the lights, but we do not think it worth while to complain of them.

Do you represent many persons?—Yes; I may say I represent the half of the trade in Ireland; this gentleman whom I have mentioned, owns more ships than all Ireland put together; besides, I suppose he has 60,000*l.* at sea; and I am sorry to say, there is not the same quantity of ships sent out of Ireland altogether besides. Mr. Williams and I represent as agents all the Irish trade.

What is the name of the owner to whom you allude?—Mr. George Langtree, of Belfast.

What are the prosecutions to which you allude in your petition?—Our vessels have been coming up with corn, and we have had writs served upon us for refusing to take pilots, when we have had only grain on board.

From whom do those come?—From Mr. Payne of Dover, who is agent for the pilots; the captain has answered “I am loaded with corn, I am not bound to take a pilot,” “sir, I do not care what you are loaded with, you must take a pilot;” the next day this has come up after him [*producing a writ.*] Mr. Payne of Dover, when he found I would not stand the action, and when I paid 70*l.* each on two cases, which I would not take down to Maidstone, lest I should not succeed, told them, they were in future to pilot all Irish vessels, for we were afraid to go to trial.

What did you do in respect to this corn vessel?—I have done nothing, but desired my attorney to give an appearance.

You knew to a certainty that it was loaded with nothing but corn?—Yes.

What were the other two vessels to which you have alluded, where you compromised, loaded?—Irish produce, of provisions, and linen, and butter, nothing subject to duty, and they did not go up stairs at all.

What were the names?—The Factor and the Ardent, two Belfast vessels.

What is the name of the vessel to which that writ applies?—I think it is called the Clyde, captain Russell.

Are there many more vessels than those you have named that have been so pursued, for not taking pilots under the same circumstances?—It is only since I compromised those two actions that they have made it so general, before that they only pursued those Belfast ships.

Were many ships coming from Belfast pursued, which were in the state of coasters, and which reported below stairs when they arrived?—Yes, there were several of them; but as soon as the owner had given me his determination that he would not stand the trial, I compromised them, and settled the pilotage; and I got off with paying the pilotage without any costs.

In those cases did you refuse to take the pilot, or did you escape?—We refused to take the pilot after he had come alongside.

What is the date of the first of those prosecutions that have been instituted against the Belfast ships?—I dare say it is twelve months or more.

What is the reason they were not prosecuted before?—I believe because they were afraid to bring it to trial, and they wished merely to hold the rod over us, and to oblige us to take pilots, but when we compromised they took courage from our timidity, and began to enforce it generally.

Mr.
W. L. Ogilby.

(2 June.)

Statement of the
Number of Pilots,
&c.

Mr. Money, a Member of the Committee, delivered in the following Paper, which was read:

STATEMENT of the Number of Pilots licensed by the Corporation of Trinity-house, for the Port of London, in 1814, their reduced Number in 1818, and to what Number increased at that period, with the Number in May 1823.

Pilots for the River and Channels downward:

	In 1814:	In 1818:		May 1823:
North and South Channels	- 116 -	- 85 -	then increased to -	100 - 82
North Channel only	- - 31 -	- - 13 -	ditto - -	20 - 8
South Channel only	- - 17 -	- - 15 -	remained at -	15 - 17
	<u>164</u>	<u>113</u>		<u>135</u> - <u>107</u>
Pilots for the River Thames	- 90 -	- 78 -	increased to -	80 - 70

Pilots for the North Channel and River upward:

At Yarmouth	- - - 43 -	- - 27 -	then remained at -	27 - 20
Lowestoft	- - - 22 -	- - 20 -	ditto - -	20 - 15
Southwold	- - - 29 -	- - 19 -	increased to -	20 - 17
Aldbro' and Orford	- - 43 -	- - 34 -	ditto - -	40 - 37
	<u>137</u>	<u>100</u>		<u>107</u> - <u>89</u>

N. B.—The number of Pilots in 1793 was as follows:

Downward:—North and South Channels	- - - 97
North Channel only	- - - 13
South Channel only	- - - 3
	<u>113</u>
River Thames only	- - - 60
Upward:—At Yarmouth	- - - 21
Lowestoft	- - - 11
Southwold	- - - 20
Aldbro' and Orford	- - - 40
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Aaron Chapman, Esq. called in; and Examined.

*Aaron Chapman,
Esq.*

(2 June..)

YOU are an elder brother of the Trinity-house.—I am.
What length of time have you been so?—Nearly fourteen years.
Have you been in the habit of taking an active part in the management of the Trinity-house concerns?—I have.
To what committee do you belong?—I belong to the committee of lights.
Have you belonged to the pilotage committee?—I have not.
Have you turned your attention to the subject of pilotage?—As a shipowner I have, and as an elder brother also.
Are you extensively a shipowner?—Very much so.
You, of course, are fully acquainted with the rates of pilotage?—Yes, I am.
They have been considerably raised within the last twenty years, have they not?—They were made a sort of war rate some years ago; I recollect them considerably less previous to that period.
In what proportion do you recollect them to have been raised?—I cannot recollect the proportion, but they were considerably less before the passing of the last act.
That act was passed in time of war?—It was.
No reduction has taken place since the peace?—Not that I am aware of.
Are you cognizant of any applications that have been made by the shipowners to the Trinity-house upon the subject of pilotage?—There was an application made two or three years ago, particularly with regard to the rate of pilotage and of

(2 June.)

of boarding-money; the boarding-money was expressed in their memorial as a very great evil; I believe it has been generally found to be so.

The rate of pilotage was raised at the time the last act was passed, in consideration of an additional number of pilots being appointed?—It was so, and the general rise of provisions, and every other article, in consequence of the war expenditure.

Has any reduction taken place in the number of the Trinity-house pilots?—We do not make any more; I think the number now is about 107.

What was the number at the conclusion of the war?—Perhaps 120; but not having been upon the pilotage committee I cannot speak precisely to that.

Do you understand they have not made any since that?—They have not made any lately.

From what period have they discontinued filling up vacancies?—I think two or three years.

Are they fully employed?—I think they are generally employed; pretty fairly employed.

Do you think the rates would admit of any reduction?—I certainly think, during the summer months, that they would admit of reduction; the winter months (independent of the rate of boarding) I think not. I think the rates of pilotage might be reduced, in the summer months, from 10 to 15 per cent; in the winter months I think a pilot ought to be extremely well paid, it is an employment of some hazard, and great risk and anxiety.

On what principle do you estimate the remuneration pilots ought to receive?—I have considered that a pilot ought to earn as much money, in the course of the twelve months, as a respectable commander of a ship.

Is that the rank he holds in society?—Not entirely so, perhaps, but considering the charge and the risk, I think he ought to have an adequate remuneration, something on the same footing.

Have you any knowledge on the subject of Cinque Port pilots?—Only in consequence of their bringing up a good many of my ships.

Is there any difference in the rate of payment?—They are paid higher than other pilots.

On what ground is that?—I never could understand the reason.

The rates were settled by the Act of Parliament.—Yes, they were.

Do you recollect the passing of that Act?—It was before I came into the Trinity-house, I think just before, about fifteen years ago.

But you do not understand the reason of that distinction?—I never could exactly understand the reason of it.

Do you think the Trinity-house pilots would admit of any considerable reduction in point of number?—I rather think not; I think if they were allowed to drop, as the wants of the trade might require, more or less, that would be sufficient; I do not think they would require any considerable reduction.

You do not think there are more than are required for the general trade of the country?—I do not hear any complaint of their being too many.

What do you think, with respect to the number of the Cinque Port pilots?—I do not know that there are too many; in time of peace there are more than find regular employment, but in the time of war, when ships come in fleets, I think there would not be at all too many. I should be averse to making any more at the present time.

You think, with a view to the contingency of war, it would be desirable to keep them up to the present number?—I certainly see no objection to keeping them up to the present number, on that ground.

What time does it take to make a pilot?—It requires an age of experience to make a good pilot.

If they were reduced considerably, and a sudden demand connected with war were to arise, unless they had been kept up nearly to what they are at present, the demand could not be met?—I quite think so.

Do you suppose that would expose the trade of the country to great danger?—I think it is certainly extremely desirable that a good number should be kept up.

There is a distinction between the pilots for the river, the Channels downward, pilots for the river Thames, and pilots for the North Channel and river upward; are the pilots appropriated according to those divisions?—The river pilots are a distinct class of men; they take the vessels to Gravesend only;

*Aaron Chapman,
Esq.*

(2 June.)

the Channels downwards are from London to the Downs; the river pilots cannot conduct vessels beyond Gravesend.

Gravesend is considered the entrance to the port of London?—Yes.

What are the pilots from the North Channel and river upward?—From Yarmouth, Lowestoff, Harwich, Orfordness, and so forth.

Do the pilots for the river and channels downward take the ships in London and carry them entirely down the river?—The qualification for a South Channel pilot is from London Bridge to the Downs, and some of them to the Isle of Wight.

Do the pilots from Yarmouth bring them up entirely to London?—Yes.

What are the river Thames pilots?—They are generally taken for very large ships, on account of their employment being entirely in the river.

Is the navigation of the river from London to Gravesend very difficult?—It is extremely difficult, it is very narrow.

At Gravesend they take other pilots?—Yes, always for the South Channel.

Do not the East Indiamen always take river pilots at Gravesend?—Yes, to and from Gravesend.

Have they other descriptions of pilots from Gravesend to the Downs, and from the Downs to Gravesend?—Yes.

In what are the North Channel pilots employed?—The North Channel pilots are mostly employed in the pilotage of foreign ships from Norway and the Baltic.

The rates of boarding apply to the Cinque Port pilots only?—Only to them.

You are acquainted with those?—Very well.

What reduction do you think they would admit of?—I should certainly conceive that boarding-money ought to be completely exploded, because a pilot cannot assume his functions until he is on board a ship: when he has boarded he should be paid for the charge he takes, so liberally as to admit of his being put on board by his own means.

Do you mean that the manner in which he is paid at present for the duty he performs on board the ship is so liberal as to be sufficient to repay him for the trouble and risk he incurs?—I should say in the summer months, allowing even the boarding to be completely done away, a small reduction might be made; in the winter months I think a pilot is not paid too much, though it is considered as very liberal remuneration, much larger than when I first recollect them; I think I may say nearly double.

You think that even with the putting himself on board, a small reduction might be made?—Yes, in summer.

But that in the winter he ought to put himself on board for the sum he receives, without the boarding money?—Yes; the distinction is made in almost all ports in the kingdom between winter and summer, the rate is reduced in the summer and kept on in winter.

The rate for boarding does not differ according to the size of the ship?—No.

Supposing that it is thought expedient to continue any charge for boarding-money, do you think it would be desirable to make any alteration as to the points at which they should be obliged to take pilots?—I do not know that any alteration can be made.

For instance, to take them at Folkestone instead of Dungeness?—It is not at all pilot's water; the system of boarding was adopted in consequence of our being at war, and a large number of ships coming in fleets, particularly on account of the employment of foreigners, who were anxious to get a pilot, and ready to pay this exorbitant rate; but the system of pilotage round the coast does not at all correspond, for from the river Tyne, where the greatest number are employed, they always come voluntarily, ten, fifteen, or twenty leagues to meet the ships; I have seen the Dutch pilots also meeting the ships in the British Channel, in order to ensure the first employment.

At present they are obliged to take them at Dungeness?—Yes, to take them, or pay the five guineas. If the weather is bad, they need not come; that appears rather a paradox, but in consequence of an order in council, they are not compelled, in case of bad weather, to come.

Do you think it would be desirable to make any alteration in the point at which ships were obliged to take pilots?—No, I do not know that it would; in bad weather we have no benefit, and in fine summer weather they are out, and we pay five guineas for no pilotage at all; it is not pilot's water, that is to say, water where a pilot is necessary, the captain is very well able to conduct his own ship.

If

(2 June.)

If a captain were to conduct his ship to the Downs, and any accident happened to the ship, the underwriters would be still liable to pay?—Yes.

But if he attempted to conduct his ship from the Downs without a pilot, then the underwriters are absolved?—Yes; it has always been the custom to have a pilot, and I do not think a man is competent to conduct his ship from the Downs so well as a regularly trained pilot.

Do you think it would be desirable that the British shipowners should have the option of selecting their pilots in the Downs?—I think that a captain, coming from the westward into the Downs upwards, ought to take the first, and that comes the greatest distance, by way of encouragement; downwards they may have the privilege of selecting, because they may choose the man they have employed for a number of years, and the man in whom they can put confidence as a pilot; in going down I select my own pilot, in coming up I take the first who comes.

In what manner is that selection made?—I write a twopenny post letter to a man whom I have had perhaps in my own employ originally, desiring him to take down such a ship.

Are you obliged to communicate that selection to any office?—Not at all; when he has finished his work he comes up and enters his name in a book at the Trinity-house, stating the name of the ship he has carried down, the date, the depth of water, and so on.

Does he exhibit that letter which you state you write, to show his right to take down the vessel?—Not at all; if he goes to Gravesend to bring up a vessel, he exhibits that letter to the ruler of the pilots at Gravesend.

When you speak of a pilot downwards, you refer to the pilot who takes the vessel to the Downs?—Yes.

You do not think it desirable that that selection should be given to the ships in coming up?—It would be a hardship on the pilots in the Downs; I think the man first on board ought to be first employed.

May it not happen that that man may be very unfit to take charge of the ship; drunken, and so on?—They have been all examined, but as a stranger cannot know that, I think he ought to take for granted that he is qualified; the production of the branch, I should conceive, is authority enough.

Do you think any advantage would arise to shipowners generally, or that it would be acceptable to them, if that privilege was given?—I do not see that it would in coming upwards, it would check the spirit of enterprise and competition; a good man, if he did not find his services accepted, would be tardy in boarding a ship.

You are understood to say, they are tardy in boarding, unless in fine weather?—The boarding-money applies to that part of the navigation which I stated not to be pilot's water.

Supposing a pilot does not come up, what course does she take?—She comes on into the Downs, and makes a signal for a pilot.

Is she obliged to take the first on the roll?—The first that comes on board and tenders his services, showing by his warrant that he is a pilot, his services are obliged to be accepted.

You think that might be continued without alteration?—I think so, for the reason I have stated.

Do you think there would be any advantage in permitting the Cinque Port pilots, and the Trinity-house pilots, to take charge of the ships bound upwards and downwards, instead of going only one way?—As a matter of experiment I see no objection to it, I do not know that it would be very available.

Do you think that would satisfy the demands of the trade, and admit of a great reduction in the number of pilots?—I do not know that it would cause a great reduction of pilots, it may satisfy some feeling in the trade, that a man who is able to bring a ship up shall be at liberty to offer himself as the man to take her down.

Do not you think that would have the effect of a reduction?—The reduction is virtually effected as a matter of course, if no new pilots are made, which is the practice at the Trinity-house, as they die off and are superannuated, the number diminishes.

If the pilots were permitted, under the regulations, when they take a ship up to bring one down, and so *vice versâ*, a much smaller number of pilots would perform all the duties which the shipping requires, than at present, would they not?—I do not see it in that light, I think it would not be prudent in the shipping

interest

Aaron Chapman,
Esq.

(2 June.)

interest to depend on the man who brings a vessel up waiting to take her down, the number ought to be greater than is absolutely necessary, there is no law to compel a man to take a ship down, the moment he quits his ship at Gravesend he goes off; I think, as a matter of experiment, it is very well they should have the privilege, I have never seen a reason why they should not.

You say, when the man has taken his ship to Gravesend he goes off, there is no compulsory power to oblige the man to take a ship if he is wanted?—There is a compulsory power to oblige a man to bring the ship to London, but I do not know that there is any compulsory power to oblige a Cinque Port pilot to take a ship down if he desires not.

Are not all the pilots that are admitted as pilots under some jurisdiction, and obliged, in case of vessels wanting pilots, to go and give their services?—There is a compulsory power, by Act of Parliament they are liable to certain penalties if they will not go.

What are those penalties?—I think the lowest penalty is 20*l.* and dismissal from the corporation.

Have you ever found them refusing?—No; they are very glad always to take charge.

If a Trinity-house pilot when he had got to the Downs had a right to bring a ship up, might not that make the Cinque Port pilots more active in getting on board at Dungeness?—I certainly think it would; any thing that excites competition, of course, will render them more active.

You are aware that ships that are called constant traders are exempt from pilotage, coming up the North Channel?—Yes.

And those called constant traders, are always trading to the ports between Boulogne and the Baltic?—Yes.

That exemption is confined to that particular Channel?—It is.

Do you see any objection to giving the same privilege to the other Channel?—

I see a very material objection to that; in the first instance, the two Channels are totally distinct; the Northern Channel is one of much less hazard, and less danger; a man accustomed to navigate that Channel, navigates it five, six, or seven times in the year: the ships accustomed to navigate the South Channel, perhaps come from the West Indies only once in a year; or from the East Indies perhaps only once in two years.

The question refers to the constant traders?—I have stated, that the captains not being accustomed to the navigation of the South Channel, ought not to be exempt; I consider it hazardous for any ship to come up the South Channel without a pilot.

The inward navigation of the South Channel is not under the Trinity-house, but under the Cinque Port pilots?—Yes; ships coming from Boulogne and from Ostend come afterwards up the South Channel, they have the privilege of coming up the North Channel; but I believe they never do so, though they pay the pilotage for the South Channel; it is the shortest distance, and the pilotage, I think, is well earned. I think no ship ought to be exempt from taking a pilot up the South Channel.

You mean to say, that the ships from Boulogne and Ostend find it worth their while to come up the South Channel and pay for a pilot, rather than go by the North Channel, though there they go without?—Exactly so.

Do not you know that in point of fact, they frequently do go by the North Channel, for the purpose of avoiding the taking a pilot?—I should think the instances have been very rare.

Have not some been lost in consequence of attempting it?—I never have known of an instance of it; I think if many instances had occurred of that, I must have heard it.

Do you think the ships technically called the constant traders, who come by the South Channel, are not as competent to navigate their ships up that, as those who come by the North?—I think if a man is a regular trader, and comes ten or twelve times a year, he must acquire experience, but those are very few in number; ships from the westward are those that come long voyages: the regular traders from the north come five or six times in the year, the voyage being shorter.

From ports between Boulogne and the Baltic, the greatest number of ships come?—I think the greatest number of ships come from Hamburgh and from Holland, and they invariably come by the North Channel, that is their nearest cut.

Then

(2 June.)

Then in fact the exemption is already given to much the greatest number of ships that carry on that trade?—Certainly. I do not believe they count it a grievance to come the South Channel from Ostend, because there is no boarding-money; they have only the pilotage, which is money very well earned; if they come to the westward of the South Foreland they have the boarding-money, but not without.

The privilege of exemption, in the case of ships in the North Channel, is given to ships arriving inwards only?—Yes.

Is there any objection to giving the same privilege to a ship going outwards, as to a ship coming inwards?—Ships going out to Hamburgh carry very valuable cargoes; and it would suggest itself, as a natural conclusion, that if the ships were allowed to go in and out without pilots, the number that now exist would cease being employed at all, and the whole establishment would fall to the ground almost; for foreign vessels, coming in and going out, would have no pilots at all.

Is the pilotage, in that case, retained for the sake of the pilot, or for the sake of the trade?—I should think, with a view to both; if the establishment is not kept up for the benefit of the trade, it will fall to the ground; and if it is kept up, it is kept up always for the benefit of the trade.

Do you feel that it is expedient it should be kept up with a view to the benefit of the trade, besides being desirable for the purpose of giving a sufficient occupation to the pilot?—Yes.

Would there not be a sufficient occupation in the South Channel only, in your opinion?—The question, as I understood it, applies to the North Channel pilots.

Taking away the employment in the North Channel almost entirely, would not the South Channel afford a sufficient employment for the pilots?—No; the two are as perfectly distinct as possible; the pilot for the North Channel knows nothing about the South; some of them are qualified, but generally they are totally distinct; they are quite distinct sets, the two.

The object of keeping up pilots for the North Channel applies more to foreign ships than our own, does it not?—I certainly think it does; the proportion of foreign vessels for the North Channel trade appears at present greater than the English.

If you gave an exemption to English ships trading down the North Channel, you would not have employment sufficient to keep up the pilots?—There are not many English ships that trade in that way; all English ships are exempt, except those trading to Hamburgh and Hudson's Bay; those trading to the White Sea and to the Baltic are exempt. The ships to Hamburgh are the principal ships affected by it; and I believe one of the ostensible reasons for attaching it to them, is that they go with very valuable cargoes, and are therefore very well able to afford it; else the captains are perhaps as well equal to it as others.

Is the number of ships sailing for Hamburgh such as that the relieving them from the necessity of taking pilots, would prevent there being pilots kept up for the foreign ships?—It would go to some extent, but probably not to that extent. The reason for not exempting them, I have always understood to be, that they carry very valuable cargoes, and that the assistance of a pilot was considered in some degree requisite, though the captain might understand the passage; and it suits the ostensible purpose of giving employment to the pilot, and having a supply always at hand for the foreign ships.

Would it make any difference in the insurance outwards, if they were not obliged to take a pilot?—I should apprehend, as the law now stands, the underwriter might imagine he was relieved if there was not a pilot on board, inasmuch as they are compelled by the legislature to have one.

But supposing they were not compelled by the legislature to have one, would it make the slightest difference in the rate of insurance?—I should certainly think not, knowing, as the underwriters do, that the captains of those ships are very well acquainted with the navigation, from the experience they have had. I do not think that it would enhance the rate of insurance, if they were without a pilot in the North Channel, in the South Channel I consider it completely indispensable.

Will you point out under which head, in that paper, Hamburgh pilots would come?—Under the head of Lowestoffe, Southwold, and Aldborough. In coming in they are landed generally at Aldborough, and Orford in going out.

Those pilots consist at present of eighty-nine?—Eighty-nine for the North Channel.

Aaron Chapman,
Esq.

(2 June.)

In the account of the pilots, the number taken altogether is much greater than that you have stated; the pilots for the river and Channel downwards amount to 107, the North Channel pilots to eighty-nine?—Those are the pilots at Yarmouth and the different ports.

They are under the direction of the Trinity-house?—Yes.

But they are not what would be technically called Trinity-house pilots?—They are not London Trinity-house pilots.

Are those pilots appointed by the Trinity-house?—They are appointed by the Trinity-house, through the medium of commissioners at different ports.

Will you state the manner in which pilots are appointed?—In London they make application, and state their testimonials as having commanded ships in different trades, and that they are men of experience; they undergo an examination by the committee of the elder brethren, as to their knowledge of the different channels; all who wish to pass for the South Channel or the North, are examined as to their knowledge of the navigation, and the different marks and buoys and beacons, and so on, and having passed their examination, they have a certificate signed by the deputy master.

Is any attention paid to their characters?—Yes, of course, there is a strict examination of their character.

Do you believe there is sufficient employment for the pilots of the North Channel upwards?—I should say, at the present moment, employment is very slack for all kinds of pilots, inasmuch as the ships come regularly, they do not come in fleets; but I think, looking at the state of the river on Saturday, and the number of foreign ships, there is very good employment for the Northern pilots.

It appears that there are eighty-nine pilots for the North Channel and ninety for the passage downwards; if there is sufficient employment for the eighty-nine upwards, the Hamburg ships being exempted like the rest, why should not there be sufficient employment for the ninety downwards, if the Hamburg ships were equally exempted?—I do not hear of any want of employment for the pilots, it is not equal to what it was in the time of war, but they have employment, and I think I counted thirty foreign vessels in the river that had just arrived, of course that would take thirty pilots, other thirty may follow in succession next week.

As it appears that there is sufficient employment for the passage upwards, the Hamburg ships being exempted, do you not think there would be sufficient for those downwards, the number being nearly the same, if the Hamburg ships were likewise exempted?—Yes, because in the ninety pilots, a number of them are for the South Channel as well as the North; the eighty-nine pilots are employed inwards only.

Have you any reason to believe that if the outward ships were exempted from taking pilots, it would open a door to fraud upon the revenue?—Probably it might, that has always been considered a question for the Government of the country, more than of the owners.

Do you not know that frauds have been committed on the revenue after the pilots have left an outward bound ship?—I have heard so; but I do not know why the pilots form a safeguard rather than the captain.

Is there any and what objection to granting a licence to a pilot for any range of coast he might be able to qualify for?—I believe that the pilots are qualified for every harbour almost round the kingdom; as to a range of coast, I have already stated, that the sailing coastwise is not the water for pilots, for of course no pilot is necessary; but there are pilots for every harbour, Newcastle and Hull, and so on.

Are there not cases in which a pilot bringing in his ship within the district of another may be turned out, and his ship taken by a pilot for that particular station?—A vessel bound for Portsmouth can be taken in only by a Portsmouth pilot, and into Falmouth by a Falmouth pilot, and so on; but I think it would be very wrong to license a pilot at Portsmouth for Falmouth, and *vice versa*.

How are the licences regulated?—There is a regular line drawn from district to district; they have such a sum for piloting a ship from the outside of the edge of the port into that port.

You think it desirable that should be continued?—Yes, by all means.

Has it been the case that a ship has frequently to pay boarding money half a dozen times in passing up the Channel?—I do not see why she should, it is quite at the option of the captain; why should he take a pilot if he is not bound to a port, if a pilot comes near him he need not accept his services.

If he comes within a certain distance of a port, even for protection, or comes into a port, meaning to go away the next morning, he is under the necessity of

Aaron Chapman,
Esq.

(2 June.)

of taking a pilot?—If he comes into a port that is invariably the case, whether he is bound to the port or not, he is glad to accept the service of a pilot for taking him into that port.

Supposing a vessel, the captain of which does not know the Channel, has taken a pilot on board off Falmouth upon her coming up the Channel, may that pilot come up the whole way with her?—No; nor is he competent.

Suppose a pilot, who has practised in the district of Falmouth, for instance, and was competent to conduct the ship to London, is there any reason why he should not, on proof of that competency, have a licence to conduct the ship to London?—There is a positive Act of Parliament against it.

Might it not be expedient to alter that Act of Parliament?—Speaking as a ship-owner, I should say decidedly not; never let them go beyond their own district, that would open such a door for imposition; if he has a qualification let him produce it.

Supposing a man so qualified, is there any objection in the Trinity-house licensing him to conduct the ship, so far as he is qualified?—Yes; I think no man can be supposed to have his knowledge extended beyond the district where he has been accustomed to practise.

Supposing a man capable of conducting a vessel along a line of coast, or up to London, if he proves to the Trinity-house that he possesses it, what objection is there to licensing him to bring the ship up to London?—That would go so far that the licence would begin at the Land's End, and extend to London Bridge; a man cannot traverse that road daily or weekly, which is the only means of his obtaining a knowledge, and exercising it; a pilot's knowledge is acquired by experience.

You think it impossible any man's practical knowledge can be carried to that extent?—I think it quite impossible.

Are not the masters of men-of-war supposed to be qualified for the whole Channel?—Of course they are; and so is the master of every ship, otherwise he is not fit for his station; unless it be a foreigner, who has never seen the country.

Is not that in some degree inconsistent with the opinion that you have given, that a man cannot be supposed capable of conducting a ship the whole way up the Channel?—I think he cannot be competent to supersede the master of the ship, if it is an English ship.

Is not the opinion you have just expressed inconsistent with the opinion you have expressed, that a pilot cannot be considered as competent to conduct a ship the whole way from the Land's End to London?—I refer particularly to that part of the Channel which is not considered pilot's water, where pilot's services must be performed, but the act of navigation, from the Land's End up the Channel to the Thames, every master of a ship must be supposed competent to.

Supposing a man had sailed all his lifetime out of Port Glasgow or Greenock, and is coming for the first time to London, would it not be a great advantage for such a man, taking a pilot off Scilly, to take him up at once to the Downs?—I think the chances are a hundred to one against a Scilly pilot knowing the navigation better than the captain.

May not the pilot be changed at every district into which he comes?—He must.

Is not that a great disadvantage?—I think not, for I think the means of the knowledge of the first must be very slender in comparison to that of the second; the Scilly man, perhaps, knows nothing of the navigation of the Channel.

If it is so difficult to be known, how much more necessary is it that a pilot should be on board when the captains may have come there for the first time in their lives?—I can only say, that I conceive every man who is able to conduct a ship to the West Indies or the East Indies is, and ought to be, esteemed capable of bringing a vessel up the British Channel.

Do you not think it would be desirable to give a power to a magistrate to hear and determine disputes between the pilots belonging to the Cinque Ports and merchants?—In my opinion the objection would be insurmountable; if it was a question of game laws the magistrate is the most competent man, but in all cases of maritime questions or differences, maritime opinions only, I think, should be resorted to.

Is it not the case, that at the Cinque Ports, Margate and Ramsgate, it is determined by magistrates who know something of naval affairs?—By the Act of 12 Queen Anne, in order to prevent imposition, three magistrates might, on the summons of both parties, determine on the quantum of salvage, but there is always an appeal against that to the High Court of Admiralty.

Aaron Chapman,
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(2 June.)

Do you think it would be desirable to give a power to the pilotage committee of the Trinity-house for the time being, to hear and determine such disputes?—I have always considered that if the corporation of the Trinity-house had a sort of authority to regulate, as a final court of appeal, that would be useful, but in saying that, I speak with some delicacy, being one of the members.

Speaking as a shipowner, whether in the pilotage committee or any other tribunal that might be fixed on, you do think it would be highly desirable that the power of deciding summarily any disputes between merchants and pilots should be vested in such a committee?—I have always been of that opinion.

Have you any observations to offer to the Committee in respect of any regulations that might be beneficially adopted with a view to relieving the navigation of the country from any, and which of the compulsory clauses of the Pilotage Act?—The first observation I would beg leave to offer is that regarding the boarding-money; it is found to be the most oppressive evil that the shipowners have endured for many years. The rates of pilotage, I think, the shipowners ought to submit to, but the boarding-money is an act of oppression, inasmuch as in the winter months we do not receive the benefit, and in the summer months it is not useful to us.

Does it not fall very hard on small ships?—Yes; it bears on all, but especially on the small vessels.

By what means is competition kept up in the pilots upwards?—I believe there is no competition in the pilots upwards: when I speak of this, I speak of what does not concern the Trinity-house, but rests with the Cinque Ports, the pilots upwards belong to the Cinque Ports exclusively; I speak from common information, that they regulate the supply by the demand; that they must come in regular rotation; they take them as they are shipped.

A captain coming in, having had on a former voyage a pilot who pleased him, is he allowed to take that pilot, or not?—Upwards, he is not; downwards, he is.

Would it not be a great satisfaction to a captain coming in, to get a man that he knew and had confidence in?—I think it would be desirable, but still a competition would not be sufficiently excited; for a man that comes out at some risk, and perhaps a very eligible man, would feel much hurt if his services were refused; it would tend to destroy the competition which it is desirable to create among the pilots.

At present there is no competition whatever; they are taken off the list, the first on the list goes?—Yes.

What security is there that a great deficiency of talent may not creep into this service?—All those gentlemen are regularly examined and certified by the Lord Warden's commissioners at Dover; and we are to take for granted they would not certify any man who was not competent for the office.

Does not a man require very peculiar qualifications, for instance, great nerve and great decision of character?—Yes.

How is this ascertained on his examination?—It is ascertained by the testimonials he brings of his local knowledge, by the committee or commissioners at the time, for I apprehend, it is no difficult thing to find out the local knowledge of a man, by the questions put to him, with regard to buoys and beacons, and so on.

Is not this knowledge of the beacons and buoys very secondary to the character of the seaman for firmness and ability to conduct the ship in critical situations?—In the case of the Trinity-house, we have invariably good testimonials from the employers of the man before.

Is it not of much importance to ascertain the tone of character which a pilot has, his firmness in trying situations, and skill in seamanship?—Of course, that is one of the concomitants of his profession.

How do the examiners discover this; how is this to be ascertained?—In regard to ourselves, I cannot speak of the examination by the Lord Warden's commissioners, never having been present at it; but we have the best testimonials, and in general some knowledge of the man; we have him frequently up and down in our own yacht.

Do you not believe that if the captains were allowed to take those men they had tried by experience, all those who had talent would be kept in employ, and those who were found to want those requisites would be suffered to go into the back ground, by which there would be a certainty of able pilots being kept in employment, instead of their being taken indiscriminately from the whole number, of which the greater part may be very defective?—There can be no doubt of the

general

general tendency of the principle, but it cannot be brought into practice ; for no man can land at Dover, and go and put his hand upon the pilot he prefers.

Was it not customary for captains coming in to hoist a particular flag for a pilot, he having a distinguishing flag of his own, so that he might come off and meet the vessel?—It was customary before the boarding commenced, but now they are compelled to take the first.

Have you been captain of a ship?—I have.

Have you not found pilots very deficient when coming into trying situations ; for instance, when you got your ship aground, pilots, who were very good bustling people, but not the men to meet difficulties?—Of course there is a great distinction in the men, but I have drawn my conclusion from the rule in the river Tyne, which is the greatest establishment in the kingdom, to pilot the ships from sea, they universally take the first pilot.

Do you think that if captains had the choice of their pilots, the pilots would be so eager to go out?—I think not, because they might run the risk of being rejected immediately.

Do you think that might subject ships to considerable inconvenience?—I think it would upwards.

The questions which have been put to you have been on the supposition, that the ship hoisted the distinguishing flag of a particular pilot, and asked for that pilot ; in that case you think other pilots would not be desirous of going out to her ; but supposing she hoisted any flag, would the circumstance of hoisting a flag be any objection to others going out if the particular man was not there?—I do not see that it would not, if she hoisted a flag for a particular pilot, and that pilot was absent, the other pilots if it was a season of difficulty might be backward, and might take an offence at the signal having been made for another.

Do you happen to know whether the Northern Powers are extending their navigation in their own ships to these ports?—Yes, I know that from ocular demonstration.

You think they are competing successfully with ours in some measure?—I think with more than success.

You suppose they are driving some of ours out of their market?—Judging from the observation I made on the river on Saturday, I should say, that where one English ship was employed in bringing wood from the Baltic and Norway there are now ten foreigners ; those short voyages are their vantage ground for competition ; they cannot compete with us in the long voyages.

Mercurii, 4^o die Junii, 1823.

The Right Honourable THOMAS WALLACE, in the Chair.

Thomas Pain, Esquire, called in ; and Examined.

YOU are the general agent of the Cinque Ports?—I am registrar of the Cinque Ports, and clerk of Dover Castle.

You are agent of the pilotage?—It necessarily follows from my office.

Will you describe the duties of that office?—From my situation as registrar I am an officer of the court of load manage and registrar of the court of admiralty of the Cinque Ports.

The Cinque Port pilots are regulated under an Act of the 52d of the late King, are they not?—Yes, they are.

Are all the legislative provisions that apply to them to be found in that Act?—Yes, and in the bye laws which are made pursuant to the Act.

The power of making them is by the Act?—It is.

The number of pilots is fixed by that Act?—It is.

It was fixed in time of war at 140, with the power of adding twenty, and twenty afterwards, making in the whole 180?—Yes, it was.

In time of peace, under the same Act of Parliament, vacancies were not to be filled till they were reduced to 140?—Yes, by permission of the Privy Council.

What was the utmost point to which they were raised, and what reductions have taken place since?—140.

They never exceeded that?—No.

How many deductions have been made since the peace?—None.

*Aaron Chapman,
Esq.*

(2 June.)

*Thomas Pain,
Esq.*

(4 June.)

Thomas Pain,
Esq.

(4 June)

Have many vacancies taken place since the peace?—Many; they are frequently occurring.

Do you know at what number they stand now?—136.

Have those vacancies that have taken place since the peace been filled up?—Yes, there are not 140 upon the list now, but 136.

Are all those pilots fit for service?—All, except two sick at present.

Not disabled by sickness, but by age?—By sickness, there are 134 fit for service, but two of these are under suspension.

There is a power of superannuating them?—Yes.

What is about the number that are superannuated annually?—It depends entirely upon circumstances.

Taking the average since the peace, how many have been superannuated?—Thirteen are at present superannuated; I do not recollect how many have been superannuated since the peace.

How are they provided for?—By the surplusage of pilotage collected from foreign ships of twenty-five per cent.

As collected under the Act of Parliament?—Yes.

Have you any power under the Act of Parliament to reduce the rates?—No; the expenditure now exceeds the collection and the dividends of the accumulated fund.

Not by the concurrence of the Privy Council?—No, there is no power at all.

Is it your opinion that the number of the Cinque Port pilots would admit of any reduction?—I think not.

State your reasons why not?—The principal reason that I am at present aware of is the number wanted; one day in particular last year, Deal was for a whole day unprovided with pilots; it frequently occurs after a long prevalence of easterly winds that ships come up almost in as great number as if they came by convoy; for one day in August ships could not get pilots in Deal, in consequence of their being employed, and some vessels were obliged to get unqualified persons, the masters of such vessels were glad to obtain the best assistance they could get.

Was it bad weather at that time?—I think not.

Does that often occur?—I believe not.

Was any vessel put in danger in consequence?—I apprehend that all ships are put in danger that have not a skilful pilot.

What were the number of pilots previous to the 52d of the late King?—140; they were increased from 120 to that number, by the 48th of the King.

What were the grounds for the alteration?—The shipowners considered the number was not sufficient for the duties required.

Was it upon their application that the numbers were increased?—Yes.

In time of war?—Yes, in 1808.

There is a considerable distinction between the time of war and peace with respect to the number of pilots it is necessary to keep up, is there not?—Certainly, the employment is more divided in time of peace, and not so partial as when ships come in convoy.

Have you ever known an instance of there being a deficiency in the number of pilots in stormy weather?—No, I cannot speak to any other case; and that I happen to know from an objection being made to pay a man, not being a licensed pilot, his pilotage. I was surprised he had taken a ship; and I understood it was owing to no pilot being able to be got.

Was an addition made to the rates of pilotage, and at what time?—Five per cent for the additional twenty pilots in 1808.

That was confined to the Cinque Ports?—Yes, it was; the Trinity-house pilots are unlimited, I believe.

On what ground was that given?—As a remuneration to the pilots for the increased number, as their profits would be so much less; as a remuneration for the whole body of 140.

There being such a demand for pilots at the time that there were not sufficient to supply the ships?—It was so considered by the shipowners.

Then what remuneration was wanted, if there was such a demand?—The pilots in time of war do not go oftener than in time of peace; a demand in time of war may come for forty pilots on the same day, and on the same hour; consequently, the number on the spot should be greater.

You mean to say, that the employment was more unequal, that it was greater at certain periods than others?—Yes.

Owing to convoys?—Yes.

After

Thomas Pain,
Esq.

(4 June)

After the increase had they full employment?—During long easterly winds, they remain some time without employment; but as soon as these winds change, the pilots are required in great numbers.

But did you consider what they made during the course of the year as full employment?—Yes, for a very moderate maintenance.

Had each individual pilot as much employment as before the increase?—I should think not.

Was not there in point of fact, during the war, a greater employment of pilots in consequence of being employed, not merely in merchant ships, but in ships of war?—Certainly.

Since the peace have they been fully employed?—I apprehend, the average number of turns in merchant ships (they go by turns) is about equal to what it was in the time of war; the loss of the King's ships is severely felt by the pilots.

Have there not been considerable complaints from want of employment in the year 1818 for instance?—No.

No representations of that kind?—I do not recollect any; none that came through me officially.

Complaints of distress for want of employment?—I never heard of any; we have got some extremely troublesome individuals in the fellowship, who are always complaining without cause, and exceedingly fond of writing.

Then you do not think that they would admit of any reduction in proportion to the employment they have in point of number?—I should consider the number is not too much; I dare say that the fact I have mentioned the shipowner is not aware of.

What fact do you allude to?—Deal being left without pilots for a day.

That was a singular case?—Yes it was, but it may occur again; it is more likely to occur in thick weather, for they will pass the cutters at Dungeness.

Are they more ready to go out in blowing than in fine weather?—They are always ready to go out.

What is the sum that on an average a pilot gets in the year?—From the best information I can get from them, I should consider the average pilotage about 110*l.* in a year.

What in the gross amount, and what deductions is it subject to?—They pay 5*s.* 6*d.* every time they go to London, to the widows, and 5*s.* 6*d.* I think to the clerk.

To the clerk, for what?—For Trinity dues and his fees. The clerk collects their dues, and does the regular routine of their writing; the pilot also pays his travelling charges from London or Gravesend, and another deduction is they pay an agent for collecting their pilotage for them in town.

There is no separate charge upon the ships for travelling expenses?—No; and instead of getting money the pilots get a bill, which the bankers in the country will not cash for them.

What rank of life are the pilots?—They are respectable, certainly.

Who are the agents who collect the money?—Mr. Wood, he is their principal agent for money.

Does he belong to the Trinity-house?—No.

Is he appointed by themselves?—Yes, he is their general agent.

What is his charge?—I think his smallest charge is 1*s.* 8*d.*, and the largest 5*s.* commission, they are put to the expense of double postage up with their bills, I apprehend the average charge, as he may have to write one or two letters, is four or five shillings for the smallest sums, and from that to eight or ten shillings for larger sums; although the law gives the pilot his rate of pilotage, without any deductions of this sort.

Do the bankers in the country absolutely refuse to cash those bills?—Yes, in consequence of the trouble given to their houses in town to collect them.

What is the duty of the clerk?—His duties are various; he keeps an account of turns, and he collects the widows dues, which is a responsible part of his office, and he has much trouble.

Is he an officer of the Trinity-house?—He is an officer of the fellowship, a pilot.

Do you think that the present rates are susceptible of any reduction?—No, not in fairness to the pilots, I think that a pilot ought not to have less than 110*l.* a year.

And you think they are fully employed?—Not constantly during the prevalence of easterly winds, but they have their turns.

Thomas Pain,
Esq.

(4 June.)

Do you consider it fair and full employment, upon the whole?—Yes.

Can you make any comparison between the number of ships that require pilots now, and those which required them in time of war?—No, I can make no comparison, except by understanding that the pilots have about the same number of turns during the year now, as they had during the war. I mean merchant ships; ships of war not passing, occasions great loss to the pilots.

The practice of boarding-money is confined to the Cinque Ports?—Yes.

State when it originated, and what alterations have taken place in the rates?—I think it originated the 25th June 1808, when the bill passed; it was for four years, and renewed in 1812.

Under what Act is it that the boarding-money is collected?—48 Geo. III, c. 104.

Were the rates fixed by that Act?—Yes, and continued by the present Act.

What was the reason that induced the passing of that Bill with respect to the boarding-money; do you happen to know?—The shipowners considered their great object was to get a ready supply of pilots for ships before they approached the Downs, in consequence of great damage that was arising constantly from the risk they were constantly exposed to for want of having a pilot on board.

Was the Bill passed in consequence of the application of the shipowners?—Yes; it is the general Pilotage Act.

Were the terms considered reasonable at the time?—There was a meeting of the shipowners and ourselves, and the Elder Brethren of the Trinity-house, and the rates were settled in that way.

By common consent?—By common consent.

There was a clause in that Bill with respect to the cruising, was there not?—Yes.

That clause was to be continued or suspended at the discretion of the Privy Council?—No, not by that Act, not by the Act of 1812; it was by the Boatman's Act in the 53d of the late King; the authority to suspend was in the 53d.

Does not a great proportion of the expenses of boarding ships arise under that clause which made it necessary to cruise?—I apprehend not; I think there was as much money paid before as now, taking the average of the year.

The Committee are not asking whether there was or not as much paid, but whether that does not account for the expenses of putting pilots on board?—Yes.

Does it not strike you that a considerable diminution of the price of boarding-money might take place?—I think so, with respect to small vessels.

Have you thought of the amount of reduction that might be made?—No; I have thought it had better be left to the shipowners; with the Trinity Brethren, and the pilots.

Do you think the practice of boarding-money should be done away entirely?—No.

What benefit arises from it?—Great benefit to the shipping interest, I think, by ships getting an early supply of pilots off Dungeness, before their arrival in the Downs.

Is that answer given upon the supposition that they do get that supply, or from a knowledge that they do get it in all weathers?—From a knowledge that they do get it in all weathers.

Have you not heard great complaints from shipowners that they get pilots in fine weather, but not in bad?—I never saw them; they were never made in the proper quarter.

You are aware that there are a great many complaints before this Committee?—I am perfectly aware of the fact, but I am fully satisfied that any complaint of that kind would be justified by the pilots; the discipline which is on board those cruisers is very strict, and the pilot first on duty must go or lose his turn. I believe those observations are made by the shipowners in general terms, without stating any particular case of neglect, to enable the complaint to be investigated, and the pilot punished if found negligent.

You say that ships avoid danger by getting pilots off Dungeness; is the passage from Dungeness to the Downs dangerous?—Under some circumstances, I think so. In 1810 the Cæsar, a large ship from the West Indies (going to the Downs for a choice pilot), the Minerva, another large ship, and a large ship of a name I do not know, (I think a ship built in the East Indies, on her first voyage,) were stranded under the South Foreland for want of having pilots on board, and I believe within a month of each other. There is a reef that runs out a little to the eastward of Folkestone, called Cape Point, and there were frequent instances of ships getting on there in thick weather, for want of pilots.

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Do you know what was the circumstance that prevented any pilot being on board those ships?—The *Cæsar* would not stop; she was boarded off Dover by a boat, and the captain said he would not stop while the boat came on shore for a pilot, as he wished to have his choice pilot from Deal.

Was it fine weather at the time?—I think it was; it was in the winter; I do not know that it blew a gale of wind, but the captain mistook the South Foreland lights, I believe.

Do you think, if a pilot had been on board, the vessel would have been saved?—I think so, for he would have known the lights.

Do you know whether the insurance was paid?—I do not know; in the case of the *Cæsar* the wreck was sold there; the others were got off at very great expense.

Is the same sum paid for boarding whatever the size of the ship may be?—Yes, it is.

Do you think that a grievance?—I think certainly there ought to be an alteration, small ships pay too much.

On what principle?—Their voyages are more frequent, and their freights less, they cannot afford to pay the same as others which are larger.

You think the difficulties are the same, if any, in boarding a small ship as a large one, do you not?—Yes.

It is the same in one case as the other?—Yes, I think it is unjust and it is generally considered so.

If a pilot's risk is as great with a small ship as a large one, why should not he be paid the same?—Because their voyages are oftener made, and their freights being so small they cannot afford to pay it.

Do you think, upon the whole, it is too much which they are paid?—I think, for the risk in winter, it is not enough, but upon the whole it is enough, winter and summer.

Do you think it is desirable that any alteration should be made in the rate of charges between the summer and the winter?—I am not aware of any alteration of that sort being desirable.

Should any alteration be made as it relates to different states of the weather?—No, I think that would be the cause of great litigation and trouble.

Is there not a difference, now that a greater sum is given if the weather is stormy, or if there is any particular danger attending it, the commissioners of the Cinque Ports have a power of awarding a greater sum?—The Act gives power to award a greater sum for conducting a ship into Dover and Ramsgate Harbours, but not in any other case, and the preceding clause gives five shillings a foot to the Cinque Port pilots for pilotage into those harbours in fine weather, which rate is also given to the harbour pilots, licensed under the Boatman's Act.

In speaking of the hardship that attaches to the charge of pilotage on small vessels, what do you call a small vessel?—I think a difference should be made in a vessel under 150 tons.

Without reference to the country they came from?—Yes.

If that distinction was made between large and small vessels, how would you secure pilots going on board small vessels?—They would be compelled to go from the cutter.

They would not go voluntarily?—Oh yes, they speak to every ship, whether she has a signal or not, and the man on turn must go, if bound to London, nothing can excuse him if he does not go, he loses his turn, and the profits of it, and does not go out till his turn comes round again.

How are those turns regulated?—They take a certain number of pilots from each class to sea with them, from Dover they take twelve in their cutter, and the same number from Deal, in their cruising vessel; they take them in such order that every pilot has an equal number of turns on the average of the year, always taking care that pilots of every class are on board, if the pilot is qualified to take the ship that arrives he must do so, let her draught of water be what it may.

You have spoken of the lower books, what is the distinction between pilots that take ships of a certain draught of water?—That was the original distinction, but it is only nominal now, the pilots in the lower books were not allowed to take ships till the Act of 1812, of more than eleven feet, or eleven feet six inches.

Could not the rate of boarding-money be regulated by the size of the ship?—The risk of getting on board is the same in a small as in a larger ship, or nearly so, but in piloting the ship there is a greater risk certainly. I would beg to submit to the Committee, if there is any contemplation of reducing the boarding-money, that

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that the pilots at Dover and Deal, when they are shipped from the shore, get no part of the money, it is given to the boat's crew.

What do you mean by going from shore?—If a ship does not get a pilot off Dungeness, then they come to Deal or Dover, and the pilot is taken off by a boat, and he gives up the whole of the money, which is two guineas at Dover, and one at Deal, to the boat's crew; those services are performed by the boatmen with very great risk at times, as every person who has been upon the coast must know, and they are bound down by the Act of Parliament that they cannot receive any more, for the pilot receives the money and is responsible that no more shall be taken; therefore, though the boarding-money, I conceive, should be lessened, still, I think, there should be great caution, if any reduction is made, so as not to prevent the boatmen going off in bad weather, at the risk of their lives; and a rate should be paid for shipping the pilots from Ramsgate and Margate, (which was omitted by mistake in the present Act) as the pilots of those places are obliged to pay the shipping-money to the boat's crew out of their pilotage, which is hard, particularly as the service is one of great risk; and lately, William Hilton, a Ramsgate pilot, and (I believe) all his boat's crew, were drowned in going off to a ship, requiring him as a pilot for London.

You mean, that any reduction that takes place upon the boarding-money should operate only upon that share which the pilot takes?—No, that is not my meaning; it should be lessened in some degree at Dover and Deal, but not, perhaps, in the same proportion. I have seen the boat's crew at Dover (where they get only two guineas to be divided among six) frequently go off when every man's life was in great peril, for which risk only two guineas could be received. In these cases the pilot receives nothing for his share of the risk, his pilotage commencing in the Downs.

To what part of the boarding-money should you apply the reduction?—In general to that payable upon small ships; I think large ships do not require a reduction; I think upon small ships it should be lessened in a fair proportion.

Upon the principle of their being less able to afford it than others?—Yes, I think the reduction might be fairly adjusted between the shipowners and ourselves, with the assistance of the Trinity Brethren.

In the ships paying pilotage, what distinction is made between ships of different descriptions?—None, but in the draught of water.

The Committee mean, in the obligation to take them?—All ships are obliged to take pilots, except coasters.

What is the difference; what are coasters, and what not?—There was a case lately tried, by which a vessel coming from Ireland was not considered as a coaster.

When was that case tried?—About a year and a half ago; it is a reported case; ——— *v. M'Kibber*.

Upon what principle does the distinction rest between what is a coaster and what is not a coaster?—I do not know.

Is it determined by what is considered an over-sea ship at the Custom-house, or a coaster?—I cannot give a better answer than a reference to that case; the very point was argued very strongly in the case I allude to, in the court of Common Pleas, and the judges took great time to decide; I think that is the best information to be got.

At Dover, as it is not defined, by what rule are you governed; is it by the rule adopted by the Trinity-house, or do you determine for yourselves?—I cannot tell; there is but one doubt, and that doubt has been cleared up by the decision of this case.

In what way was the doubt cleared up?—That the Irish vessels were over-sea traders. The Lord Chief Justice referred to certain Acts, to show what were considered coasting vessels, and what were not so considered; and he held, that a coasting vessel was a vessel from one British port to another.

Supposing that decision with respect to coasters had been otherwise, in that case should you have been governed by the law which applied to the Trinity-house?—Certainly.

Then should you be governed by the practice of the Trinity-house at present?—I conceive so: if there is any doubt as to what is, and what is not coming foreign, I should be glad to get information from the Trinity-house, and act upon it.

Are you aware of any alteration that has taken place this season, in that respect?—By a letter to Lord Liverpool, which came a day or two ago, I was informed of it.

Supposing the Customs should consider them coasters, and the Trinity-house be governed

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governed by that decision, treated them as coasters, should you treat them in the same way?—Certainly.

Are you aware of any directions sent from the Treasury to the Customs at Dover to that effect?—No, but I saw the letter yesterday, above alluded to.

And do you apprehend they will be put on that footing at Dover?—Yes, to a very great loss to the pilots. There is one thing I would beg to submit, that what is, and what is not coasting, is a very difficult thing, from the necessity of taking a pilot, arising from the presumed incompetence of the person having the command of the ship. Those Irish traders have considered that they were not bound to take a Cinque Port pilot, but they employ unqualified persons from Deal, to the manifest risk of most valuable ships and cargoes, as will appear by the following circumstance, in addition to various other similar accidents within a short period. On the 4th of February last, the *Minerva* got on shore near the North Foreland; on the 11th of the same month, the *Martin* got on Margate Sand, as did the *Ardent* on the 21st. These were all Irish traders, (the most valuable ships of their size which enter the river Thames,) and each had one of these unlicensed (and certainly unqualified) persons on board, who from their ignorance caused great damage to the ships and loss to their owners.

Those are among those vessels against which prosecutions were instituted?—One was.

There have been several cases of that sort?—Yes, we follow the Trinity-house practice.

Are you aware that the Irish vessels laden with corn have been long upon the footing of coasters, and are not liable?—I am not; on the contrary, in the case I alluded to, the Lord Chief Justice said that he did not consider that the cargo operated upon the question; that question was raised then.

But is not there a special Act of Parliament for the purpose?—I have looked very much for it; the Act of Parliament applies to customs, and not to pilotage.

There have been sent to the Committee several writs which have been issued against Irish vessels recently?—Yes; there were eight vessels in one day refused to employ pilots off Margate.

Were those vessels loaded with corn do you know, or have you reason to believe so, or with Irish provisions?—Probably some of them were; but in consequence of the decision of the case tried in the Common Pleas, my attention was not called to that fact.

When was the case tried?—About two years ago; but I cannot exactly tell.

Did you not issue writs against two vessels, about a twelvemonth ago, who compromised?—I did.

State the cases which were the first?—There were three; there were three actions. We were ready to go to the last assizes, and two were defended by the same attorney, and I wrote to him to say I should wish to try one, and save the expense of trying the others. We agreed that the decision of the one should settle the other; and I took it for granted, that the other party would be guided by that decision, I mean the third action. I gave notice of trial to the gentleman who was concerned for the two, but not to the person who was for the third; and about three days before the assizes the gentleman who appeared for the two compromised; he offered that which I readily acceded to. The other was not tried, and remains undecided.

What was the practice previous to that with respect to proceeding against vessels?—We never proceeded against Irish traders before.

For what reason?—The clause is so exceedingly obscure, and there was so much doubt about it, the pilots did not enforce their services on board the vessels until that case was decided.

From that time there have been directions to board every Irish vessel?—No; for pending those three actions I recommended the pilots not to board until we had a decision, till one of those cases was decided.

But subsequent to the compromise and settling of the question, every Irish vessel has been boarded since?—After that I wrote to the solicitor, and said the pilots considered they were losing their rights, and as we could not go to trial until August, in the third action, that the pilots now would offer their services to Irish vessels, and I trusted he would give publicity to my letters, to prevent the captains incurring penalties; and after I thought there had been a sufficient time elapsed for that notice, I directed the pilots to board, and those who did not accept them have been proceeded against.

Did you give any directions to discriminate between vessels loaded and required pilots,

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pilots, and those which were not?—I did not, because I was not aware of any distinction existing under the Act of Parliament.

But they had always been treated in that respect as coasters till that compromise took place?—Yes, I should say that previous to 1808, the Irish vessels regularly took pilots.

Are you aware of any objection there would be to allow the masters of the vessels from the westward for London to make a selection of their pilots, rather than take him who happened to be the first?—I think that would be very objectionable.

State the reason why you are of that opinion?—It would entirely destroy the spirit of the Acts of 1808 and 1812; vessels, the largest vessels, would not get their pilots on board until they got into the Downs, or arrived off Dover, or choice pilots (as they used to be called) might not be at home, this would create considerable delay, and in frequent cases damage might ensue in stormy weather from the want of a pilot.

Do you recollect the period at which they had that selection?—Up to 1808.

Do you recollect any particular inconvenience that arose out of it?—I was not in office previous, but I came in just before the time of passing the Bill.

Have you heard on the part of the shipowners, any complaints connected with the obligation that they are under to take the first pilot that comes, and not being permitted to select the one in whom they would place the greatest confidence?—No, I have not; but I am not in the habit of frequent intercourse with shipowners.

Do you not think it would be a great inducement to good conduct and good behaviour to give a selection?—I consider a few individuals, who have connections in the shipping interest, not better qualified than others, and without such connection arising from their particular merits, as pilots, would monopolize too great a portion of the employ; and a man, before he becomes sufficiently known to shipowners to recommend him by his merit, would be declining in life, and only get charge of large choice ships when not so well able to do the duty as a younger man; upon that principle the clause for equalizing the employ of the pilots in 1812 particularly alluded; that a few of the old pilots should not monopolize the trade; and I can speak with much confidence, that the giving the junior pilots larger ships, after a certain number of years service, and taking away the choice turns, has had the best effect to the shipping interests.

Do you consider each of the pilots so well qualified to conduct ships of any value or any description as to make it a matter of indifference to the shipowner to which of them it is entrusted?—I do; I beg to state the manner in which they have been selected, Lord Liverpool has never admitted a pilot who had not served meritoriously as a pilot on board ships of war, except on the 30th October 1822, when three persons were admitted upon good recommendations, who had not so served: the reason why those three persons had not the usual certificates of such service, was in consequence of the length of a peace, persons who had served as pilots in King's ships during the war, were now too old.

Those persons underwent proper examination, it is supposed?—Of course; of the 136 persons now on the list of pilots, 124, at the least, must have been admitted from the certificates of service referred to.

What certificates are required with respect to their conduct and character?—The strongest certificates from the admirals or captains they have served under.

Do you imagine that their intelligence and knowledge are sufficient to entitle a man to carry up ships of any value and any size, and there is nothing in difference of courage and talent, and qualifications of that kind?—That is the case, to a certain degree.

Do you apprehend that their competency for the service consists merely in their intelligence, knowledge and skill, and you are not to attach something to the difference of the character of the man who may be entrusted; for instance, a man whose knowledge, courage, and firmness may be relied upon in difficult circumstances, would you not sooner trust such a man than another person?—They are very hardy strong people, and generally take care of themselves, they are all equally competent.

You mean to say, that all the Cinque Port pilots are equally courageous, and equally skilful, and equally clever?—As much as they possibly can be, all men are not alike, certainly; it would be wrong for me to say that every man of the fellowship was alike, but as a body they are respectable in their class of society, and very proper persons for their employ.

Do

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Do you ever recollect any instance of Cinque Port pilots being turned out of ships?—I do not, there has no official complaint of that kind come to the Lord Warden, or I should have heard it.

Do you see any objection to pilots being permitted to carry ships both ways?—Very great.

State it?—I think it would be an injury to the pilots and to the ships; a principal quality of the pilot is sobriety; a pilot from Dover or Deal would be landed at Gravesend or London, he would remain there very long to seek employment, and perhaps not succeed at last, he would have no place to go to but a public-house, that would lead to tippling and improper habits, and the same with pilots coming from London to the Downs, I should say the same thing with respect to them; and I apprehend a Cinque Port pilot would have no chance of competition against a pilot of the Trinity-house residing in London, who has so much better opportunity of making friends with the shipowners, by living on the spot; any such system would also be ruinous to the naval service on the Downs station in war, when many pilots are often wanted at an hour's notice, who, instead of being on the coast ready for this service, would be in London looking for other employ.

Would it not be the means of reducing the number of pilots?—Not that I am aware.

Not if a man could go both up and down?—Yes, it would in that way.

Do you see any other objection to it, than the effect it would have upon the morals of the men?—No, I do not see any other serious objection than those I have stated. A man would not be so qualified to perform a second voyage after he had just performed one.

But is there any reason why a man, who has conducted a ship up, should not be able to conduct one down?—I see no reason.

Would it not put the pilots, if such a stimulant were required, more upon the alert in the Cinque Ports, if they thought it possible that one of the Trinity-house pilots might take a ship up to the Downs?—They have the power to do so now, if a ship is not supplied with a Cinque Port pilot within a certain time they may. It never has been put in practice, but the captain of a ship is to employ the first Cinque Port pilot that offers, and he is to keep his signal flying from the time he anchors in the Downs one hour, and if at the end of one hour a Cinque Port pilot comes on board, he cannot supersede; a Trinity-house pilot may take it up, but that is a case which never has occurred.

In London, are there frequent disputes happen between the Cinque Port pilots and the shipowners, about their charges?—There are frequent objections made to the charges by litigious owners, but not by the others, as the amount of charge is so plain.

Would it not be a desirable thing that some summary mode of determining those disputes should be established?—No, it would shut out the pilot from the remedy given to every person serving on board a ship, namely, applying to the Court of Admiralty; but this is very rarely resorted to.

Would it not be better to have a summary jurisdiction; before a magistrate, for instance?—You cannot get the pilots up to town.

But when he comes to town?—He does not come to town; he sends his bill to the agent who does his business, and this agent goes eight, ten or twenty times, perhaps after one bill. I do not mean that that applies to the most respectable of the shipowners, but a great many give trouble beyond comparison; no person would believe the trouble that is given to Mr. Wood, the agent who negotiates their bills, by the shipowners compelling him to come so often after one bill, without any tangible objection to it; and if the pilot had to visit London to seek his remedy, he had generally better submit to a large deduction, however right he may be, than go to the expense of his journey, and the chance of loss of employment during his absence. I see no reason why Cinque Port pilots should not have the same remedy as others at the outports for recovering their demands.

You mean to state, that no provision for a summary process to settle disputes between pilots and owners, would be beneficial to pilots or owners?—Yes, I do.

Have the goodness to state your reasons?—The pilot would have returned home before the difficulties as to the amount of pilotage arose, and he then would necessarily be obliged to come to town to enforce his claim, if before a summary jurisdiction, at a great expense, and the law is so clear what he is to be paid for pilotage that few objections can with reason be made. Those objections that are made, are generally by most litigious people; I dare say there are half a dozen of the most troublesome of the shipowners who give the agent more trouble than any

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other hundred that could be selected. With regard to an overcharge, I will give an explanation; the pilot is subject to severe penalties for any overcharge: in May 1822 a complaint was made by a broker against a pilot, for exacting more than the accustomed pilotage, by charging the ship the pilotage from Gravesend to London in Schedule (A.) instead of the pilotage given to the Cinque Port pilot for the same distance by the Schedule (B.) The pilot, I believe, returned the overcharge to the broker, who was understood to be satisfied; notwithstanding which, the pilot, for such misconduct, was suspended by the Lord Warden for two months: that is a summary mode. The complaint was made in the first instance by the broker; he did not follow it up: I represented it to Lord Liverpool, and he said, "If the broker is satisfied, I am not; if the pilot has misconducted himself, he must be punished." All that the captain has to do, is to give the pilot a certificate of the draught of water of the ship, where the pilot came on board, and where he piloted the ship to; that is sufficient; upon which the regular pilotage established by law is paid by the owner of the ship.

Does the pilot always get a certificate?—They expect it always, for if they did not the wardens would expect that the pilot had misconducted himself; sometimes it may happen that the pilot may be rough, or the captain may be rough, and the captain may not give a certificate, and if so, the pilot must go home without it.

Do you know whether it is the habit of pilots at Dover to contribute annually towards a fund for the purpose of conducting prosecutions against parties who violate the Act?—It comes out of the general fund of the fellowship.

How is that constituted?—They pay Trinity dues every time they go, and they have property.

To whom are the Trinity dues paid?—To the clerk, we call them Trinity dues, though we are not called Trinity-house pilots.

Under whose direction is the application of that fund?—It is under the direction of the court which audits their accounts.

Is it under the direction of any number of pilots elected or chosen?—There is a treasurer at Dover, a treasurer at Deal, a treasurer at Ramsgate, and another at Margate.

By whom are they chosen?—By the court of load-manage.

What is your meaning by saying they are chosen by the court, in contradistinction to the pilots?—All the officers are chosen by the court, except the master, who is chosen by the court and the pilots at large.

How is that court constituted?—The lord warden, the deputy warden, the deputy lieutenant governor of Dover Castle, the mayors of Dover and Sandwich, the captains and lieutenants of forts and castles, the two serjeants of the admiralty of the Cinque Ports, the registrar of the Cinque Ports, and the master and wardens.

The pilots themselves form no part?—The master and wardens are members.

By whom is the court attended in general?—The court is attended by the whole, with the exception of my Lord Carrington, I never saw him there but once, when he took an active part, the others always attend.

Is it under the direction of that court that all prosecutions are instituted?—No.

Who exercise a discretion upon that?—The master and wardens.

All prosecutions are instituted under their directions?—Yes, they make a report.

In each of the cases?—Yes.

Then are the cases brought before them?—Yes, on a representation from the pilots who were witnesses of the case.

And it is under their direction that the prosecution is instituted?—Yes.

Who are the master and wardens?—They are members of the fellowship of pilots.

They are pilots?—Yes.

How are they chosen?—The master by the court and pilots, the wardens by the court alone, from the most intelligent and respectable of the body; they serve for a year.

Do you, from your situation of registrar, know what have been the amount of penalties that have been recovered from shipowners for breach of the Pilotage Act in any given number of years?—No, I do not; latterly they have nearly ceased altogether, this is the last two years account, with the exception of the Irish traders.

[It was delivered in and read as follows.]

ACTIONS brought by Pilots of the Cinque Ports for Penalties incurred by Masters of Ships; for two years, from June 1st 1821, to June 1st 1823.

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William Hanton, of the brig *Clitus*, of Liverpool; for refusing to employ a pilot out of the Dover cutter, off Dungeness, on the 16th of August 1821.

Penalty - - - £.45. 3. 6.

— Churchward, of the *Mariner*, of Brixham; for refusing to employ a pilot off Margate, on the 29th August 1821, and piloting his vessel to Gravesend.

Penalty - - - not exceeding £.50, nor less than £.20.

— Holt, of the brig *Progress*, of North Yarmouth; for refusing to employ James Shuttle, off Dover, on the 30th October 1821, falsely asserting the ship was bound to Hull.

Penalty - - - £.42. 3. 0.

James Innocent Essex, of the brig *Ann*, of London; for refusing to employ Werter Clark, off Dungeness, on the 30th of August 1822.

Penalty - - - £.36. 0. 0.

John Bland, of the brig *Archimedes*; for discharging William Anthony White in Standgate Creek.

Robert Graham, of the brig *Ocean*; for refusing to employ a pilot off Dungeness, on the 25th April 1823.

Proceedings stayed, the captain having acted from ignorance of the law, and was not put to any expense.

Compromised by payment of
£.7. 7. 0.

Compromised by receiving
£.5. 5. 0.

Compromised by receiving
£.5. 0. 0.

Tried at Maidstone at the spring assizes 1823, and made a special case.

Proceedings discontinued, on the representation of the owners, free of expense.

June 3d, 1823.

(signed) Thomas Pain, Registrar.

Could you state the amount of the law charges which they had to pay, in addition to the sum for which they compromised?—It depends greatly when the action is settled; a penal action cannot be settled without leave of the Court in which such action is brought, therefore no compromise can take place until the declaration and plea are filed, which unavoidably increases the costs; I had consultations with Mr. Serjeant Taddy and Mr. Bradley in an early stage of the business, wishing very much to settle the actions in a summary way, in some cases without issuing a writ, and in other cases immediately after issuing the writ; they were decidedly of opinion it could not be done, without subjecting the parties to an information for a misdemeanor, which is the reason for the costs being more considerable than they would otherwise be.

But the Committee want to know what is the expense that such a proceeding involves the man in, against whom it is directed?—I apprehend about 15*l.* one with another; I do not mean where they defy us, and go to trial, or let judgment go by default, that they are not more, then they are greater; my agents have always directions to make the declarations as short as possible, to lessen the expenses.

What are the particular privileges to mariners residing in the Cinque Ports, with reference to pilots?—The Pilot Act gives the master, mate, or part owner, the privilege to pilot their own ships; I know of no other.

Is that privilege subject to great abuse?—Very great abuse.

Can you state any instances of abuse?—Some masters take a residence in the Cinque Ports who are not natives, for the express purpose of avoiding taking a pilot; others, in a collusive way, have a person to represent the mate on board, who is a Cinque-Port man.

Do you suppose that ships, to avoid taking pilots, will run considerable risks?—Yes.

Is it common?—Yes; an instance occurred very lately, the captain of a ship arrived at Dover from his vessel, which he had left in a gale of wind off Sandgate; he had employed a boatman on board, while he came on shore, at a much heavier expense than a regular Cinque-Port pilot would have been allowed if he had taken one on board off Dungeness, and he stated that he kept the ship far over on the French coast, to prevent his falling in with the pilot cutters; now in a gale of wind I apprehend that ship would have been in danger, having no responsible person in charge of her, the captain having necessarily gone on shore.

Thomas Pain,
Esq.

(4 June.)

Do you think many losses have been incurred by attempting to avoid the expenses of pilotage?—I am not aware of losses; those things are kept very secret if they do occur, and my knowledge of the case alluded to was received by mere accident.

In the course of the last session a Report was presented from the Select Committee of the House of Commons, recommending certain measures of reduction of rates and improvement in the management of Dover harbour; do you happen to know whether any of those recommendations have been carried into execution or not?—I believe the rates have been reduced very much.

You have no immediate concern with them?—No, but they have been reduced very much certainly. I wish to call the attention of the Committee to the Boatman's Act, the 53d of the late King; it is carried into execution at Dover with very good effect. The boats and their sails are marked and numbered in a very legible way, and persons examined and licensed as harbour pilots, and for assisting ships in distress and carrying off pilots; the harbour pilotage and for shipping the pilots are settled by law, which prevents the extortion made at other ports, where no such persons are licensed, as well as secures the services of an ostensible man who has undergone a strict examination as to his qualifications. The same power is given to license persons at Deal, Ramsgate and Margate: those powers are not yet carried into effect at those places; and I consider much good would result to the shipping interest if they were, and measures should be taken by the shipowners to enforce this Act at Deal, Margate and Ramsgate. In the case of the *Mary*, wrecked a few years ago on the Goodwin Sands, the whole cargo was plundered: if those boats had been licensed and numbered, as the Dover boats are, they must have been seen, and the property would have been prevented from plunder. The parties convicted of the plunder were detected in consequence of having used a Dover boat so numbered, which was accidentally left by her crew the day before, in the neighbourhood of Deal, and being marked and numbered conspicuously, led to the detection of the parties in her.

[The following Papers were delivered in and read.]

COMPLAINTS of Owners and Masters of Ships against Cinque Port Pilots, between the 1st of June 1821, and the 1st of June 1823.

Complaint of Mr. Joel Ray, of London, Ship broker, against Thomas Mackie, jun. for having received 23s. for piloting the *Waterloo* from Gravesend to London, in May 1822, more than he was authorized to receive.

Suspended for two months by the court of load-manage, holden the 22d October following.

Complaint of Mr. Gray, of Lower Thames-street, that the brig *Coventry*, Thomas Horn, Master, drove on shore at the lower end of the Hope, 18th July 1822, while in charge of Isaac Norris.

Investigated, when it appeared that the accident was not occasioned by the want of skill or by negligence of the pilot, who was therefore acquitted.

Complaint of David Luckie, of the brig *Brutus*, of London, that Mathew Randall was intoxicated in December 1821, while in charge of that ship.

Investigated, and the pilot producing evidence of indifferent witnesses to establish his innocence he was acquitted.

Complaint of Mr. Thomas Ward, that Thomas Aylesbury took the brig *Zephyr*, I. M. Harrison, Master, unnecessarily to Flushing, on the 7th October 1822, and received £.36 for his services.

Investigated, and it appeared that the pilot acted prudently in going to Flushing, for shelter in a gale of wind, in the damaged state of the vessel, and that the £.36 was awarded him by referees summoned by the British Consul.

Complaint of Captain Lamb, of the *Palmira*, against Isaac Watson, for neglect of duty and drunkenness, 24th November 1822.

The pilot is suspended until the complaint can be fully investigated at the ensuing court of load-manage.

Complaint of Mr. Thomas Sturge, jun. against Robert Sherlock, for occasioning the loss of the *Anthony*, Sterry Bews, Master, on the 21st April 1823.

The pilot is suspended until the complaint can be fully investigated at the next court of load-manage.

June 3d, 1823.

(signed) Tho^s Pain,
Registrar.

LIST of PILOTS of the Cinque Ports, licensed to pilot Ships and Vessels over the Flats, round the Lond Sand Head, and up the Rivers of Thames and Medway, and into Ramsgate, Dover, Sandwich and Margate Harbours, and also upon the Coasts of Flanders and Holland.—(June 1st, 1823.)

DOVER PILOTS:—Upper Book.

NAMES.	DATE of ADMISSION.	Age.	NAMES.	DATE of ADMISSION.	Age.
Thomas Earl - - -	Oct. 12, 1780	66.	John Knocker - - -	Sept. 27, 1804	{ 49. 54.
John Kate - - -	July 2, 1789	64.	Matthew Randall - - -		
William Nepueir Smithett - } sick - - -	July 3, 1794	{ 58. 56. 67.	Hugh Sclater - - -	Oct. 7, 1805	{ 46. 54.
Daniel Peake - - -			James Shuttle - - -		
John Jell - - -			Charles Griggs - - -	Oct. 12, 1807	{ 38. 40.
Robert Griggs - - -	April 9, 1795	52.	John Thompson Popkiss -		
Luke Smithett - - -	Mar. 29, 1796	57.	Henry Pascall - - -	Jan. 2, 1808	{ 45. 37. 40.
Jamas Mackie - - -	July 18, 1797	60.	Robert Hammond - - -		
George Blake - - -	Apr. 10, 1798	{ 62. 47.	William Smithett - - -		
William Popkiss - - -			George Roseden - - -	-	{ 48. 47.
John Baker - - -	July 18, 1798	{ 50. 55.	John Iron - - -		
Richard Evans - - -			Richard Keys - - -	Oct. 22, 1808	{ 36. 38. 39.
Henry Barrett Thornton -	Apr. 15, 1800	{ 49. 46.	James Wood - - -		
Henry Jell - - -			James Bowles - - -		
Thomas Mackie - - -	July 27, 1801	56.	James Morphew - - -	-	45.
Isaac Norris - - -	Oct. 27, 1801	49.			
John Child - - -	Sept. 9, 1803	54.			

DOVER PILOTS:—Lower Book.

Edward Bowles (1) - - -	Oct. 22, 1808	{ 46. 50. 36. 40.	James Johnson - - -	Oct. 11, 1813	{ 37. 33. 32.
Edward Bowles (2) - - -			Henry Barber - - -		
Samuel Freemoult - - -			Daniel Peake, jun. - - -		
Isaac Watson - - -	suspended	40.	William Anthony White -	Dec. 8, 1815	{ 37. 31.
Samuel Norwood - - -	-	40.	Richard Mowll - - -		
John Benjamin Post - - -	-	43.	William Waters - - -	Sept. 22, 1817	{ 38. 38. 39.
Anthony Bowles - - -	-	43.	John Philpott - - -		
Henry Griggs - - -	Sept. 28, 1811	{ 34. 34.	Robert Moon - - -		
Thomas Mackie, jun. - - -			Werter Clark - - -	Oct. 14, 1818	{ 30. 28.
William Barber - - -	-	35.	William Griggs - - -		
William Brett - - -	-	46.	William Strains - - -	July 14, 1820	{ 34. 36. 36.
Charles Gravener - - -	-	38.	William Johnson Mowle -		
William Read Holmes - - -	Aug. 17, 1812	{ 39. 36.	Thomas Kenton Archer -		
William Marsh - - -			Thomas Pritchard - - -	Oct. 30, 1822	{ 32. 33.
Henry Pilcher - - -	-	34.	Edward Bayley - - -		
Joseph Knocker - - -	Oct. 11, 1813	38.			

DEAL PILOTS:—Upper Book.

William Husband - - -	Aug. 6, 1782	63.	John Rogers - - -	Apr. 15, 1800	55.
Robert Norris - - -	Apr. 10, 1787	{ 61. 57.	John Underdown - - -	Apr. 9, 1801	52.
George Johnson - - -			John Watson - - -	July 27, 1801	45.
William Carder - - -	July 4, 1788	64.	Stephen Norris - - -	Sept. 9, 1803	44.
James Taylor - - -	Oct. 16, 1788	58.	Thomas Thompson - - -	Dec. 3, 1803	45.
Thomas Bailey - - -	July 2, 1789	57.	Thomas Erridge - - -	Sept. 27, 1804	44.
George Clendon - - -	July 14, 1790	61.	Edward Read - - -	Sept. 27, 1804	45.
Jeremiah Mowle - - -	Apr. 7, 1791	{ 60. 64.	John Blake - - -	Oct. 7, 1805	56.
Richard Hartley - - -			Andrew Hill - - -	Oct. 12, 1807	{ 49. 56.
George Pigg - - -	July 3, 1794	59.	John Spencer - - -		
William Norris - - -	Oct. 9, 1794	58.	William Hadlow - - -	Jan. 2, 1808	45.
Robert Gravener - - -	Mar. 29, 1796	57.	John Russell - - -	Jan. 2, 1808	43.
Thomas Lamb Wood - - -	Oct. 25, 1796	53.	Robert Sherlock - - -	suspended -	36.
John Canney - - -	July 18, 1797	60.	Henry Blown - - -	Oct. 22, 1808	{ 43. 44.
Thomas Walker - - -	July 18, 1798	56.	Richard Gillman - - -		
John Lamb - - -	Oct. 25, 1798	50.	John Finnis - - -	Oct. 22, 1808	38.

DEAL PILOTS :—Lower Book.

NAMES.	DATE of ADMISSION.	Age.	NAMES.	DATE of ADMISSION.	Age.
Richard Tomlin - - -	- - -	48.	William Popkiss Myhill - - -	- - -	35.
Richard Canney - - -	- - -	48.	Samuel Kidman Lucas - - -	- - -	37.
William Sarjeant - - -	- - -	52.	William Haynes - - -	- - -	44.
Thomas Obree - - -	- - -	39.	Charles Millen - - -	Oct. 11, 1813	32.
John Jenkins - - -	- - -	48.	John Gibbs - - -	- - -	40.
William Blown - - -	Oct. 22, 1808	46.	Richard Russell - - -	- - -	32.
John Bell - - -	- - -	43.	Stephen Neame - - -	Dec. 8, 1815	41.
Edward Tavenor - - -	- - -	42.	Stephen Collard - - -	- - -	-
John Marks - - -	- - -	47.	William Burwill Mackie - - -	Sept. 22, 1817	40.
Daniel Dane - - -	- - -	51.	William Bentick Jones - - -	Oct. 14, 1818	32.
Richard Mowll - - -	- - -	39.	John Bullock Gravener - - -	- - -	27.
Robert Sanders Russell - - -	- - -	36.	George Wilkinson - - -	Oct. 30, 1822	33.
William Gosley - - -	Sept. 28, 1811	40.	James Barber - - -	- - -	27.
William Goymer - - -	- - -	39.	Bennett Paull - - -	- - -	34.
James Gillman - - -	Aug. 17, 1812.	36.			

ISLE OF THANET PILOTS :

RAMSGATE :			MARGATE :		
Richard Sackett - - -	- - -	39.	John Bonnan Reynolds - - -	Sept. 27, 1804	45.
Henry Austen White (sick) - - -	Oct. 11, 1813	38.	James Gibbs - - -	Oct. 7, 1805	49.
John Davison - - -	- - -	33.	Edmund Gibbs - - -	- - -	53.
William White - - -	Dec. 8, 1815	37.	Henry Darby - - -	Sep. 28, 1811	39.
Mark Holton - - -	- - -	31.	John Swinard - - -	Dec. 8, 1815	42.
Thomas Aylesbury - - -	July 14, 1820	27.	John Pain - - -	July 14, 1820	31.

SUPERANNUATED PILOTS :

June 1, 1823.

	Age.	
Henry Pascall - - -	-	Dover.
John Fogg - - -	-	
Joseph Klocker - - -	82	
Edward Sherlock - - -	80	
John Rutlish - - -	77	
Stephen Saxby - - -	71	
William Sherlock - - -	74	Deal.
Abraham Shrewsbury - - -	-	
Robert Campbell - - -	-	
John Doom Walker - - -	68	
Richard Ladd Canney - - -	71	
James Tomlin - - -	72	Margate.
Edward White - - -	77	

SUPERANNUATION FUND :

December 31, 1822.

	£.	s.	d.		£.	s.	d.
Balance -	296	17	11	Disbursements -	641	16	5
Receipts -	632	6	5	Balance -	287	7	11
	£. 929	4	4		£. 929	4	4

Stock :

£. 5,145. new £. 4 per cent.

£. 300. 3 per cent Consols.

Lunæ, 9^o die Junii, 1823.

JOHN GLADSTONE, Esq. in the Chair.

Mr. Thomas Green, called in; and Examined.

WHAT is your profession?—A Trinity-house pilot.

Where do you reside?—At Cannon-street Road, St. George's in the East.

*Mr.
Thomas Green.*

What is the extent of your duty as a Trinity-house pilot?—I take ships from London to the Isle of Wight, to the Southward, and to Orfordness, to the Northward.

(9 June.)

What number of pilots are there similarly circumstanced with yourself?—I think there are about 120; but only part of them take ships to the Isle of Wight.

What proportion of the 120 are authorized to take ships to the Isle of Wight?—I suppose not above twenty; I am not certain.

Are you acquainted with the powers given to the remaining 100 by their licences?—They have the same as we have, except being passed from the Downs to the Isle of Wight.

The 100 are restricted to taking ships to the Downs, and twenty more are allowed to take them to the Isle of Wight?—Yes.

Is there the same distinction as to the North Channel?—A part only are licensed for the South Channel, and a part for the North.

State the proportions for each?—The greater part of them are to the Downs, because the greater proportion of the trade lies in that direction.

Under what arrangement with each other do you take charge of ships; is it in turn, or how?—It is not in turn in London.

In what manner is that regulated?—We get them by applying to the captains or owners of the ships.

A favourite pilot will be employed when one less in favour, or less known, would not?—Just so.

After being discharged from the ships you take down, in what manner do you return to London?—Generally by land.

Are you permitted to pilot vessels from the Downs to London?—No.

By whom are such ships brought up?—By the Cinque Port pilots.

Would it, in your opinion, be desirable, that an arrangement should be made, that both the London and Cinque Port pilots might take charge of ships on their return, the one from the Downs, and the other from London?—I think not; it would be impossible for us to get on board of the ships; we should be obliged to wait at Deal; and we should have to compete with the persons living on the spot, and who have boats and every thing about them, and persons to advance their interests.

Would it not be better for the pilots themselves that they should be permitted to take vessels on their return?—I presume not; it would lessen our income and increase our expenses, and have a very bad effect in keeping men from their families.

Are you in the habit of receiving boarding-money?—No, none from London.

Do you receive boarding-money under any circumstances in your department?—No, never.

Are any description of vessels exempt from taking pilots?—The vessels trading to the Baltic and to the North Sea.

On what grounds are they exempted?—It is a clause in our Act which exempts them; I do not know why they should be exempted.

Are the masters of those vessels supposed to be better acquainted with the navigation, or are the vessels of small draught of water?—I suppose it is on account of the masters having many of them served their time in the coal-trade from the north of England.

Are no description of coasters exempt from taking pilots?—All the coasters are exempt.

Mr.
Thomas Green.

(9 June)

Are small ships trading to and from Holland and the Netherlands, and the north of Germany exempt, or are they subject?—They are subject to taking pilots.

Then a ship of 200 tons going to the Baltic is exempt from taking a pilot, whilst a ship of 100 tons going to Hamburg is bound to take one?—Yes.

Can you assign any reason for such an apparent anomaly?—That I cannot.

Are you of opinion that any change could be made for the better in that system?—I think it could.

What is the change which you think would be an improvement?—That all vessels bound foreign should be bound to take pilots; the ships to the Baltic can go only twice in the year, while in short voyages they may go six or seven voyages in the year.

Might it not be regulated, that vessels drawing under a certain draught of water, and engaged in short voyages to the Baltic, or the opposite coast, might be exempt from taking pilots?—I should think so; they are at present exempt if they are under a certain tonnage, wherever going.

What is that tonnage?—60, I think.

But vessels going to the Baltic, of whatever size they may be, are exempt?—They have been.

Have you happened to observe whether vessels trading with the Baltic, and so exempt,

Schedule (A.)

TABLE of the RATES of PILOTAGE, for piloting Ships from the River to the Downs, and up and down the North

FROM.	TO.	7 Feet and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.	12 Feet.	13 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Sea, Orfordness, the Downs, Hosely Bay, and vice versâ - -	Nore, or Warps - - -	4 - -	4 10 -	5 - -	5 10 -	5 15 -	6 16 -	7 5 -
	Gravesend, Chatham, Standgate Creek, or Blackstakes	5 - -	5 17 -	6 14 -	7 10 -	8 5 -	9 - -	9 15 -
	Longreach - - -	5 5 -	6 2 -	6 19 -	7 15 -	8 12 -	9 10 -	10 5 -
	Woolwich, or Blackwall -	5 15 -	6 12 -	7 9 -	8 5 -	9 5 -	10 - -	11 - -
	Moorings, or London Docks	6 6 -	7 1 -	7 16 -	8 11 -	9 15 -	10 10 -	11 10 -
The Nore or Warp, or thereabouts, and vice versâ	Gravesend, Standgate Creek, or Blackstakes - - -	2 2 -	2 7 -	2 11 -	2 15 -	3 5 -	3 12 -	3 18 -
	Longreach, or Chatham -	2 10 -	2 15 -	3 - -	3 5 -	3 15 -	4 5 -	4 10 -
	Woolwich, or Blackwall -	3 - -	3 7 -	3 14 -	4 - -	4 10 -	4 18 -	5 7 6
	Moorings, or London Docks	3 10 -	3 17 -	4 4 -	4 10 -	5 5 -	5 15 -	6 5 -
Gravesend Reach, and vice versâ	Longreach - - -	- 10 -	- 16 -	1 2 -	1 7 6	1 12 6	1 17 6	2 2 6
	Woolwich, or Blackwall -	1 5 -	1 10 -	1 15 -	2 - -	2 8 -	2 18 -	3 8 -
	Moorings, or London Docks	1 10 -	1 17 -	2 4 -	2 10 -	3 - -	3 10 -	4 - -
	Sheerness, or Blackstakes -	3 - -	3 4 -	3 7 -	3 10 -	4 - -	4 10 -	5 - -
	Chatham - - -	3 10 -	3 14 -	3 17 -	4 - -	4 10 -	5 - -	5 10 -
Longreach, and vice versâ -	Woolwich, or Blackwall -	1 - -	1 4 -	1 7 -	1 10 -	2 - -	2 10 -	3 - -
	Moorings, or London Docks	1 10 -	1 14 -	1 17 -	2 - -	2 10 -	3 - -	3 10 -
	Sheerness, or Blackstakes -	3 10 -	3 14 -	3 17 -	4 - -	4 10 -	5 - -	5 10 -
	Chatham - - -	4 - -	4 4 -	4 7 -	4 10 -	5 - -	5 10 -	6 - -
Woolwich, or Blackwall, and vice versâ -	Moorings, or London Docks	1 - -	1 4 -	1 7 -	1 10 -	1 12 6	1 15 -	2 - -
	Sheerness, or Blackstakes -	4 - -	4 4 -	4 7 -	4 10 -	5 - -	5 10 -	6 - -
	Chatham - - -	4 10 -	4 14 -	4 17 -	5 - -	5 10 -	6 - -	6 10 -

Ships not having British Registers are to pay one fourth more of the rates of pilotage than stated in the above Table, (except chiefly laden with corn or other provisions,) and which is to be paid at the Custom-house.

For half a foot exceeding the above draughts of water, the medium price between the two limits.

For intermediate distances, a proportionate rate.

For removing a Ship or Vessel from moorings into a dry or wet dock:

For a Ship under 300 tons - - - £. - 15 -

300 to 600 - - - 1 1 -

600 to 1,000 - - - 1 11 6

Above 1,000 - - - 2 2 -

exempt, occasionally or more frequently meet with damage, or are actually lost in the course of the pilots waterway from London, than others that are bound to take pilots?—Yes, I think I know many instances; there were only a year or two ago two ships bound to Greenland, who had to go the same channels, were lost. They were on shore on the *Shipwash*.

Are vessels going to Greenland exempt from taking pilots?—Yes; all ships bound to the northward of the North Cape, round to Archangel, and into the Baltic, are exempt.

Has it not also happened, that vessels of similar burthen with the ships bound to Greenland you have mentioned, and having pilots, have also been sometimes lost?—There have been some instances sometimes.

Have they been more or less frequent?—I think they are less frequent with pilots; we who have served so much time in that trade are sure that nothing but practice can make perfect.

Under what system are your rates of pilotage regulated?—By the draught of water.

Can you give in the terms of rates to the Committee?—I can; this is the table of rates.

The Witness delivered in the same, which was read as follows:

Schedule (A.)

Channel from and to Hosely Bay, or from or off the entrance of the Thames to London, and to Sea from the River.

14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
8 - -	8 10 -	9 10 -	10 5 -	11 16 -	12 10 -	14 - -	15 10 -	18 - -	20 - -
10 10 -	11 5 -	12 - -	12 15 -	15 6 -	18 2 -	21 - -	23 2 -	25 4 -	27 6 -
10 17 6	11 15 -	12 10 -	14 6 6	16 16 -	20 4 -	23 2 -	25 - -	27 - -	29 - -
12 - -	12 15 -	13 10 -	15 8 -	17 14 -	21 5 -	24 - -	27 - -	30 - -	- -
12 10 -	13 10 -	14 5 -	16 - -	18 10 -	22 6 -	25 5 -	- -	- -	- -
4 2 -	4 10 -	4 18 -	5 10 -	6 6 -	7 - -	8 8 -	9 9 -	10 10 -	11 11 -
4 14 6	5 2 -	5 14 -	6 6 -	7 7 -	9 - -	10 10 -	11 11 -	12 12 -	13 13 -
5 18 -	6 6 -	6 15 -	7 15 -	8 18 -	10 - -	12 12 -	13 13 -	15 - -	- -
6 15 -	7 5 -	7 15 -	8 15 -	10 - -	12 - -	14 - -	15 - -	- -	- -
2 7 6	2 12 6	2 17 6	3 2 6	3 7 6	3 12 6	3 17 6	5 - -	6 - -	- -
3 18 -	4 5 -	4 13 -	5 2 -	5 10 -	6 15 -	8 5 -	9 15 -	10 10 -	- -
4 10 -	5 - -	5 10 -	6 - -	6 10 -	8 - -	9 10 -	- -	- -	- -
5 10 -	6 - -	6 10 -	7 - -	7 10 -	8 - -	8 10 -	- -	- -	- -
6 - -	6 10 -	7 - -	7 10 -	8 - -	8 10 -	9 - -	- -	- -	- -
3 10 -	4 - -	4 10 -	5 - -	5 12 6	6 6 -	7 - -	9 - -	10 - -	- -
4 - -	4 10 -	5 - -	5 12 6	6 6 -	7 - -	8 - -	10 - -	- -	- -
6 - -	6 10 -	7 - -	7 10 -	8 - -	8 10 -	9 - -	9 10 -	- -	- -
6 10 -	7 - -	7 10 -	8 - -	8 10 -	9 - -	9 10 -	10 - -	- -	- -
2 5 -	2 10 -	2 15 -	3 - -	3 5 -	3 10 -	3 15 -	- -	- -	- -
6 10 -	7 - -	7 10 -	8 - -	8 10 -	9 - -	9 10 -	- -	- -	- -
7 - -	7 10 -	8 - -	8 10 -	9 - -	9 10 -	10 - -	- -	- -	- -

In the River Thames, above Gravesend:	For a Boat of a class carrying an anchor of above 4 cwt. with a corresponding tow-line, the rate -	£. s. d. 2 2 -	Per trip, for the whole distance from Gravesend to London, and in proportion for any part of that distance.
	Ditto - - - with an anchor of above 2 cwt. and corresponding tow-line -	1 11 6	
	Ditto - - - with an anchor under 2 cwt.	- - -	
	&c. - - -	1 1 -	

And for each man's service in these Boats, 10 s. 6 d. per tide.

Mr. Thomas Green.

(9 June)

TABLE of the RATES of PILOTAGE to be paid for

FROM.	TO.	7 Feet and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.	12 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Downs - -	The Isle of Wight - -	3 15 -	4 17 6	5 - -	5 12 6	6 4 -	6 15 -

RATES to be paid for pilotage of Ships in and out of Ramsgate,
Five Shillings per foot of the draught of water, in moderate weather; but if under circumstances of distress,

Schedule (B.)

A TABLE of the respective RATES to be received by the Pilots of the Cinque

FROM.	TO.	Under 7 Feet.	From 7 Feet to 10 Feet.	11 Feet.	12 Feet.	13 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Downs -	Nore, Sheerness, Standgate Creek, } Gravesend - - - - - }	5 5 -	7 17 6	8 13 3	9 9 -	10 4 9
	Longreach - - - - -	5 16 -	8 8 6	9 9 -	10 4 -	11 3 -
	Blackwall or London - - - - -	6 12 3	8 19 6	10 4 9	11 - 6	12 1 6
Standgate Creek -	Gravesend - - - - -	3 6 2	3 17 -	4 8 2	4 19 -	5 10 3

For every half foot exceeding 10 feet of the above draughts of water, an increased rate, equal to the medium between the two limits, is to be paid.

For intermediate distances, a proportionate rate, equal to half the difference between the two limits.

Ships and Vessels which shall be boarded by Pilots westward of the Downs, are to pay the several Rates following:

For putting a Pilot on board, and for pilotage to the anchorage in the Downs:	1. From off Dungeness to the Downs - - - - -	5 5 -
	2. From the westward of Folkestone to the Downs - - - - -	4 4 -
	3. From the westward of Dover to the Downs; a ship to be deemed west of Dover until she shall have passed the Flag-staffs on the south pier head, on with the citadel, on the eastern redoubt on the heights -	3 3 -
	4. From off Dover, and westward of the South Foreland, and to the Downs -	2 2 -
	5. From off the South Foreland and to the northward of that promontory, to the anchorage in the Downs, or for coming on board when at anchor there - - - - -	1 1 -

Ships

Mr.
Thomas Green.

(9 June.)

By what body are those rates regulated; is it by the Trinity-house?—Yes.

Is there any further information you are possessed of, which you can communicate to the Committee upon this subject?—No, I know nothing more than I have said, with respect to the pilotage being open to the Cinque Port and London pilots together; if they are left to compete with each other, I am sure of this, that we could get nothing to do below.

Are you of opinion the present system could, in any degree, be improved?—I think it could.

Will you point out to the Committee where, and in what manner?—I think if any alteration was made it would be for the rotation plan to take place, which would make it more regular amongst us; there would be less competition, and I do not think that would be injurious to the public at all.

What may a pilot earn annually who has a fair average employment?—I think about two ships in a month, to average 10*l.* each; then his expenses being deducted will be about twenty per cent out of it.

240 *l.* gross, or net 200 *l.*?—Yes; but there are a great many in the body that do not earn one third of that, and there are some that earn more.

You are not aware of any other disadvantages that attend the present system, except what you have stated?—No.

Mr.

piloting Ships from the Downs to the Isle of Wight.

13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	Above 21 Feet.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
7 6 -	7 17 6	8 8 -	9 - -	9 9 -	11 - -	13 - -	15 - -	17 - -	18 - -

Dover, Sandwich and Margate Harbours, are as follow; viz.

such further compensation as shall be awarded by Commissioners of Salvage for the Cinque Ports.

Schedule (B.)

Ports Establishment, according to the regulations established by this Act.

14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet. and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
11 - 6	11 16 3	12 12 -	13 7 9	16 1 3	19 - -	22 1 -	24 5 -	26 9 2	28 13 3
11 18 10	12 18 3	13 14 -	15 - 9	17 4 4	21 4 2	24 5 1	26 9 2	28 13 3	30 17 4
12 17 3	14 - 4	14 16 -	16 13 9	19 7 5	23 8 3	26 9 2	28 13 3	-	-
6 1 3	6 12 3	7 3 3	7 14 4	8 5 4	8 16 4	9 7 4	-	-	-

Ships not having British Registers to pay one fourth more of the rates of pilotage than is stated in this Table, except such as are chiefly laden with corn or other provisions. To all the several rates above mentioned shall be added 10*l.* per cent. when the number of Cinque Port pilots shall be increased to 160, and 20*l.* per cent. when they shall be increased to 180; of which increased numbers respectively notice shall be given by the Lord Warden of the Cinque Ports, or by his authority, in the London Gazette, and in one or more newspapers circulating in the counties of Middlesex and Kent.

In the River, above Gravesend:	For a Boat of a class carrying an anchor of above 4 cwt. with a corresponding tow-line, the rate -	£. s. d.	Per trip, for the whole distance from Graves- end to London, and in proportion for any part of this distance.
	Ditto - - - with an anchor above 2 cwt. and corresponding tow-line - - -	2 2 -	
	Ditto - - - with an anchor under 2 cwt. &c. - - -	1 11 6	
		1 1 -	

And for each man's service in those Boats, 10*s.* 6*d.* per Tide.

Mr. Matthew Rutledge, called in; and Examined.

ARE you a Trinity-house pilot?—Yes.

How long have you been a Trinity-house pilot?—Twelve years.

Of what number do the pilots of the port of London consist?—I think about 120 at present, downward-sea pilots; or perhaps between that and 130.

To what distance are you permitted to pilot ships going to the westward?—To the Isle of Wight.

What portion of your number are allowed to do so?—I believe about one-third.

How far to the northward?—The whole of the Northern navigation.

To what extent do you hold the Northern navigation?—The whole of the North or the German Ocean, the Cattegat, the Baltic Sea, to Saint Petersburg.

Is it usual for pilots to be taken beyond Orfordness?—Only in the navy.

Pilotage beyond Orfordness relates to your branch as a pilot for the navy?—There is a scale of rates adapted for the navy, independently of the merchant service.

Is the number of pilots established in the port of London sufficient for all the purposes of the trade?—I should imagine fully so.

Are they pretty generally employed?—The more respectable part of the pilots

*Mr.
Matthew Rutledge.*

(9 June.)

Mr.
Matthew Rutledge.

(9 June.)

are pretty closely employed ; but there are others, who for weeks, and, I may say, months, are not employed.

Arising from what circumstance?—Arising, perhaps, from their not being so respectable as some others.

Are they persons of less standing than the others?—Both young and old.

What proportion of the number may be considered as of the first class, respectable pilots?—I should imagine three fourths. As a body of men I expect they are highly respectable.

Does any investigation take place on the part of the Trinity-house as to the character and conduct of the pilots?—On their first passing.

Not afterwards?—If they behaved themselves ill, I expect they would be called to account.

If they behaved themselves ill that must be reported to the Trinity-house, or no inquiry would be made?—No inquiry would be made unless the shipowners made complaint of their having done damage, or something or other.

Have you known any broken in consequence of such investigation?—In more than one instance.

Have you known such investigations often take place?—In several instances.

Have you known complaints made by the owners or captains of ships which were not attended to?—Never.

Then the Committee are to understand, that it is because complaints have not been made that there have been no such investigation?—In case of complaint being made, there would be an investigation instantly take place.

Turns are not observed among the establishment of pilots in the river?—No, it depends entirely on our own active endeavours.

Would it be an advantage if you were permitted to bring ships up the river, into port, as well as to carry them out?—From Gravesend it would be of advantage to the downward-sea pilots, because we should be employed in the summer-time when the fleets are returning, and there is little business doing outwards.

In that case would you be enabled to carry the ships outwards at a less rate of pilotage than you now do?—I do not see that we should.

Then the benefit of that change would be wholly to the establishment?—It would detract from the river pilots, and would be confined to the downward-sea pilots.

They are now in the habit of returning by land?—Yes.

What do you consider to be about the average annual receipts of a river pilot?—I have not the most distant idea ; but from the constant employment, and docking and undocking ships, and having a great part of the business of the river to do, I conceive they must exceed ours as downward-sea pilots.

The Cinque Port pilots do not bring ships higher than Gravesend?—No.

The river pilots take the ships then and bring them to London?—Yes.

What in your opinion may be the average receipts of the body of out pilots, of which you are a member?—My income has varied since I have been a pilot, from 230 *l.* to 270 *l.* deducting twenty per cent for my travelling and other expenses.

Do you ever receive boarding-money?—No.

Are you acquainted with what description of pilots do?—The Cinque Port pilots who conduct ships from the British Channel up to London, are obliged to have three or four good sailing cutters, in order to keep the sea for boarding ships, and they are paid, I believe, five guineas for each ship, no matter of what size.

But you know nothing of that from your own experience?—No ; I know it is the case.

What description of ships trading from the river are exempt from taking pilots?—Ships loading for the different ports of the Baltic, and likewise round the North Cape, are exempted, and to some parts of the coast of Holland.

Are ships going to Hamburgh exempt?—It appears by the Act they are not, and they are the only vessels trading to the North that are not.

Do you not think that either they ought to be relieved, or the others also obliged to take pilots?—I think all vessels going foreign ought to take pilots.

Have you known any instances of loss in consequence of vessels not taking pilots?—All vessels trading down the South Channels take pilots ; and there have been some losses there, both upwards and downwards, with pilots on board. Since I have been a pilot I have likewise known vessels going down the North Channel lost in a storm, both with pilots on board and without.

Have you known instances of vessels lost by the ignorance of the masters, when

when they would have been saved, in your judgment, if they had had pilots on board?—That is hard to judge.

Would it not be better to regulate exemption, if it is to be made at all, by the draught of water, and not by the voyage?—That is a question I cannot answer.

Is not a ship of a small draught of water less liable to be lost than a large one?—Certainly.

Is it to be presumed that the captains of vessels making short voyages, from the frequency of their return, are better acquainted with the nature of the navigation than those that make longer voyages?—Certainly; most of the masters commanding those small ships in the Hamburgh and the Baltic trade are more generally well acquainted with the North Channel; they have been brought up in it as mates and masters, and are considered to be very good and efficient pilots; and there is not one of them, if they can possibly get clear of taking pilots, who will take one, whether they are liable to take a pilot or not.

Will you state to the Committee any part of the present system which you consider defective, and which, in your judgment, might be improved?—I do not think any interference with the present regulations of the Trinity-house would at all tend to our comfort.

Would it not be for the advantage of the trade if ships were taken in turn by the pilots, in place of preferences being given, as at present, and would not that lead to a more strict investigation of the conduct of the pilots, and keep them on a better footing?—Personally, it would be decidedly against my interest for such a mode to take place; but I have no doubt, in my own mind, that if the pilots were so appointed by the Trinity-house, many of them would be obliged to take a great deal more care of their conduct than they do at present.

In that respect you think it would be an improvement?—Yes; but it would be decidedly against my own interest; but privately, I do not think the shipowners would agree to that.

Mr.
Matthew Rutledge.

(9 June.)

Martis, 24^o die Junij, 1823.

The Right Honourable THOMAS WALLACE, in the Chair.

Mr. Jacob Herbert, called in; and Examined.

WHAT situation do you hold?—Chief clerk in the secretary's office of the Trinity-house.

Are you acquainted with the contents of a letter addressed to Mr. Lack, dated Trinity-house, 23d November 1822?—At present I have no distinct recollection of the contents of that letter; but if the general substance of it be stated, I have no doubt it will be recalled to my recollection. [*A paper writing was handed to the witness, who examined it.*] Upon examination, I find that I have a general recollection of the tenor of the letter.

Mr.
Jacob Herbert.

(24 June.)

Do you know by whom it was drawn up?—By the committee under whose management the detail of the business, arising out of the recommendations of the Committee of Foreign Trade, was placed.

Who is the chairman?—Captain Cotton, the deputy master.

Is it your duty to be present when the committee sit?—It is. I have been present at all their sittings. I believe all of them.

Have you read the Report of the Committee of Foreign Trade?—I have.

Have you observed that wherever lights are spoken of in that Report, the words "light establishments" are made use of?—I believe that is the case.

Is not the calculation also in page 18 made in reference to light establishments, and not to single lights?—I conceive that calculation to refer to light establishments.

If this is the case, how do you explain the observation that the necessity of making an allowance for the number of lights escaped the attention of the Committee; the observation in this letter being, "That the necessity of making an allowance for the number of lights has escaped the attention of the Committee?"—I believe that the statement in the calculation alluded to, has reference to a sum alleged to be found sufficient by the commissioners for northern lights, which sum is 650 l., to the best of my recollection, and which in Mr. Stephenson's evidence is distinctly spoken of as the expense necessary for the maintenance of one revolving light.

Mr.
Jacob Herbert.

(24 June.)

You are aware it is the whole expense of the establishment of one light?—Yes; and as the word “establishment” would refer to a situation in which there was only one light, as well as to those of which there are more, it was conceived that the Committee had from some cause omitted to pay that attention to that circumstance; and it is so expressed in that paragraph of the letter.

The Scotch lights were stated as establishments, and not lights. They were stated to consist of 14, but that the number of lights was greater, being in the whole 60, and yet that the expense of each establishment was not more than 650 *l.* per annum; and that estimate was inclusive of the Bell Rock, which Mr. Stephenson in his evidence states to be as expensive as the Eddystone, and that he says he sees no reason why the Trinity-house light establishments should cost more, except the floating lights, for which there is a particular provision made in the Report. Is not that so stated?—It was certainly considered by the corporation as having reference to the expenditure of a single light only.

Did the Trinity-house then conceive that the allowance was to be multiplied in proportion to the number of lights?—Such was the understanding of the Trinity-house, certainly.

It was supposed that it was to multiply in proportion to the number, for instance, the Milford, which has two lights, and the expenses of which are stated at 900 *l.* should have had an allowance made for it of 1,664 *l.* which is twice the allowance that is made?—I have not the accounts before me, and therefore I am not able to refer to the expense of maintaining the several lights, but I should have conceived, speaking from memory, that the expenses would have been much larger than the sum of 900 *l.* for those lights.

It is stated in this letter, that the Trinity-house could not comply with the recommendations relative to the deductions for lights to a farthing per ton, because in some of them, the effect would be to raise it beyond the sum now received?—The instances in which that would occur, are the Needles and Hurst lights, the Caskets, and the Lowestoft and Stamford lights.

Would this have been the case if the Trinity-house had not misunderstood the Report, and taken “lights” for “light establishments?”—Had the corporation not conceived that the sum of 650 *l.* had been intended for the maintenance of each light-house, the reply probably would have been made in different terms.

If 650 *l.* had been allowed for each light-house, would it not, in many instances, have raised the sum very much beyond the actual expense of the several light establishments, as for instance, in those where there are three and two lights?—The revenues would have exceeded the disbursements, most probably; but a surplus revenue, it is thought, should be always provided to meet any casualties that may occur. I am of opinion, in some of the cases referred to in the question, a considerable surplus might have been derived.

Would it not have been so great a surplus as to have made it almost impossible to have affixed that interpretation to the expression of the Committee?—In some cases the revenue would have been deficient, and therefore a surplus would be necessary in others to maintain the whole.

What steps have been taken by the corporation to carry into effect the reduction of commission upon collecting the rates and other dues, distinguishing the out-ports from London, and for establishing the collection of the dues payable in London at the office at the Trinity-house?—The commissions have, in various instances, both in London and at the out-ports, been considerably reduced; the commissions to be allowed in future, have been regulated by a scale, as follows; that where the annual emolument does not exceed 30 *l.* a-year, the commission of 4 *s.* in the pound is continued; where the emolument does not exceed 50 *l.* a-year, 3 *s.* in the pound; where the emolument does not exceed 100 *l.*, 2 *s.* 6 *d.*; where the emolument does not exceed 200 *l.*, 2 *s.*; where it does not exceed 300 *l.*, 1 *s.* 6 *d.*; and in all cases where it is above 300 *l.* one shilling.

When you state the emoluments at the sums mentioned in the scale, do you mean the emoluments that have been received, or that it is intended they are to be received in such cases under the reduced allowances?—It is intended that this scale should apply to the future emoluments; and consequently, the commissions at present allowed on that reduced scale, may hereafter be subject to a variation, when the emoluments actually derived by the collectors on their receipts, which will be materially lessened by the reduction in the duties and by other regulations, may enable the

*Mr
Jacob Herbert.*

(24 June.)

the corporation the better to judge what those future commissions should be ; and with this view, a revision of the whole will take place in the ensuing year. No steps have yet been taken for the purpose of bringing the London collection to the Trinity-house.

Why has not that taken place?—The corporation have entertained some doubts upon the convenience to be derived from such a measure, as regards the transaction of public business ; but I am by no means prepared to say, that such a measure may not ultimately be carried into effect, in compliance with the recommendation of the Committee.

Has not an application been made by the Ramsgate Trust to the corporation to collect their dues?—I believe such an application has been made.

And has it not been refused, and upon what grounds?—It has been refused ; but the subject was not brought before the committee, under whose direction the general details of the new arrangements have been transacted. It came before the court, but not before the committee.

You were not present at the court when it was discussed?—No, I was not.

What reduction has taken place in the expenses of carrying the Pilotage Act into execution, and for reducing the establishment at Gravesend, recommended in page 12 of the Report?—Reductions have been made in the expenses of carrying the Pilotage Act into execution ; but I have not the papers with me, and therefore I am not prepared to state the details.

But there have been means taken?—There have.

Has any and what arrangement taken place in abolishing fees, perquisites and emoluments payable to the clerks of the different offices of the establishment?—The entire subject of salaries and emoluments has been under the consideration of the corporation, and regulations adopted thereon with a view to the consolidation of the emoluments, according to the recommendation of the Committee.

Has any and what reduction taken place in the Ballastage establishment?—There has been a reduction ; but although a minute investigation into the expenses of that establishment has been had by the Elder Brethren superintending that department, it has not been found practicable to carry those reductions to any great extent.

Who are the Elder Brethren who superintend that department?—Captain Robinson, Captain Gooch, and Captain Dowson.

Did they make any report upon the subject?—They did.

What steps have been taken to give the charitable fund of the corporation the advantage of the interest upon floating balances?—By the permanent establishment of a committee of treasury and accounts, in whose hands and under whose direction the whole of the floating cash of the corporation is placed.

Do you know whether the effect of what they have done has been to take the use of those floating balances from the secretary?—The entire use of those floating balances has been obtained, and investments of money in the purchase of stock have consequently taken place.

Have any accounts been laid before Parliament?—No, there have not.

Why not?—The corporation have not considered it usual to render accounts unless called upon by Parliament so to do.

Are the accounts prepared if called for by Parliament?—I am fearful they could not be very well rendered during the probable remaining period of the present session.

What reduction has taken place upon the several Trinity light dues?—The duties have been reduced upon the Scilly, the Eddystone, the Milford, the South Stack, and the Flamborough lights.

Why have they not been reduced in the others?—For the reasons stated in the letter from the corporation to the Board of Trade ; the tolls being no more than one farthing upon each light house, with the exception of the Eddystone light.

The recommendation of the Committee was, that for each establishment, with the exception of particular ones mentioned in the Report, the reduction should be to a farthing for each establishment ; the answer made by you makes it upon the light, and not upon the establishment?—The revenue that would be derived from the rate of a farthing for each light establishment would be found inadequate to the support of many.

Would it not be found to exceed in some, though it fell short in others, and upon the aggregate to be sufficient to the maintenance of the whole?—I am of opinion, that it would be insufficient to the maintenance of the whole.

Mr.
Jacob Herbert.

(24 June.)

Do you see any reason why, generally speaking, the light establishments of England, under proper management, should exceed the expense of the light establishments of Scotland, under the superintendence of the northern commission?—I am of opinion, that comparing the number of light-houses in the several light establishments under the management of the corporation of Trinity-house, with the number of light-houses maintained in the light establishments of the northern commissioners, that the expense of the light-houses in England will not be found greatly to exceed, if at all, those of the northern commissioners.

Is not the average of the expense of those under the northern commissioners 650 *l.*?—The expense of maintaining the light-houses, under the northern commissioners, I believe, is stated at about 14,000 *l.* or 15,000 *l.*

Have Irish traders been placed upon the same footing with respect to the Trinity dues, as coasters?—The direction issued to the collectors upon that subject is as follows: “That all vessels trading to or from Ireland, are to be deemed and charged as over-sea traders; always excepting such vessels engaged in that trade, as may be deemed and treated as coasters by the officers of His Majesty’s Customs, in which cases you are to charge them with light duties as coasters also.”

Have any directions come from the Customs, upon which that alteration has taken place, to deem the Irish traders as coasters?—There have been no directions received from the Customs, by which Irish traders are generally deemed coasters.

Do you deem Irish traders as coasters when laden with corn?—I believe they are so considered under a special Act of Parliament.

Has the system of charging light dues, prospectively and retrospectively, been abandoned?—Entirely.

Have any new pensioners other than pilots been added to the list since the promulgation of the recommendation of the Committee, that a progressive reduction should take place until the amount of the charitable disbursements shall be brought within the legal provisions?—There have been no pensioners added; but vacancies have been filled up as they have occurred.

Is not that in direct contradiction to the recommendation that was made by the Committee?—The Report of the Committee undoubtedly recommends a different course.

On what grounds has that practice been adopted?—The corporation have been extremely desirous, if possible, to continue that relief which has been afforded for so long a period to the worn-out seaman, his widow, and orphans. But although no measures have yet been taken, I am not prepared to say, but that in consequence of the reduction in the revenue, which must ensue upon the alterations which have taken place, that a measure for the reduction of their pension list may hereafter be adopted.

How many pilots have been added to the superannuation list since the period referred to?—I am not prepared to state.

What steps have been taken towards purchasing the interest of individuals in leasehold and private lights?—Applications have been made to the lessees of three of the corporation’s lights, and the purchase of the interest of one has been effected.

Which are the lights, to the lessees of which applications have been made?—The Flat Holme, the Ferne, and the Smalls.

Which is that they have concluded?—The interest of the lessees in the Flat Holme light has been purchased.

Have any, and what measures, been taken by the corporation for reducing the expense of maintaining the light-houses, so as to bring the annual disbursement within the estimate made by the Committee?—The whole details of the management of the light-houses and the light establishments are very closely examined and looked into, and every means have been, and will be adopted, to effect every practicable reduction in the expenditure.

Martis, 16^o die Martii, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

Jacob Herbert, Esq. called in; and Examined.

SINCE you attended the Committee on Foreign Trade last session, you have been appointed secretary to the Trinity-house?—I have.

When did that appointment take place?—On the 1st of January.

You probably recollect the evidence you gave before this Committee last year?—I do.

That was with a view to ascertain what had been done by the Trinity-house, in pursuance of the recommendations of the Committee of the previous session?—It was.

Will you now state the purport, not only of what you stated then, but what has been done since that period, in furtherance of those recommendations?—I apprehend that on some points the evidence I then gave may not have gone to the full extent it should have done, with respect to the reductions which have taken place upon the duties for lights, and the regulations which have been made in consequence of the Report of this Committee. I confined the statement I made to the reductions which had taken place on the Eddystone, the Scilly, the Flamborough, the South Stack and the Milford lights: in addition to those, I think I stated that the retrospective and prospective charges had entirely ceased; but that I omitted to state that a regulation had been made, by which vessels in the coal trade were to be charged by the register tonnage instead of by the chaldron, as had been previously the case; this I believe has been found to afford considerable relief. Another point to which I should have adverted is, that British vessels wholly in ballast have been charged only half the light dues. In reference to that subject, I may perhaps state, that since I had the honour of being before the Committee, and in fact very recently, a proposition has been submitted to the Privy Council, to abolish the remaining half, and to exempt British vessels wholly in ballast from the payment of light dues. Foreign vessels, privileged as British vessels, have also, in all cases in which their privilege has been officially notified to the corporation, been exempted from the payment of the double tolls. A consolidation of the duties, generally known by the name of Trinity dues, in the port of London, has taken place in the manner recommended in the Report of the Committee; the whole being now charged at one penny per ton, and double the same duty on foreigners not privileged as British vessels. The claims which have been made on the Commissioners of His Majesty's Customs, under the authority of the Act of the 59th of George the Third, on account of American and Portuguese vessels, have also ceased; but as regards the claims made under the authority of that Act by the corporation, on account of private proprietors, of course no alteration has taken place. I believe the only point I have further to state to the Committee, in regard to the reduction of duties, is, that the purchase of the Flat Holme light having been effected, as I had the honour to state to the Committee on my last examination, a proposition is now before the Privy Council for the reduction of those duties. Measures have also been taken for bringing the collections of light duties in the port of London to an office at the Trinity-house on Tower-hill, in conformity with the recommendation of the Committee. The period fixed for the removal of the collection is the 1st of July.

You state a reduction to have taken place in certain lights; is it still confined to those lights, or has it been extended to any others?—No positive reduction of duty has been extended to any other lights.

Why has that not been done?—The principle on which the corporation have acted in respect of the reduction of the duties for their lights, was stated by me when I was last before the Committee; it consists in the establishment of a rate of one farthing per ton for each light-house; and at that rate I believe the duties will be found now to remain, with the exception of some lights which I instanced where that principle would make the toll higher than it is at the present moment.

Is that principle consistent with the recommendations of the Committee?—Not entirely, I believe: the recommendation of the Committee seemed to be a rate of one farthing for each light establishment, with the exception of certain lights.

*Jacob Herbert,
Esq.*

(16 March.)

Jacob Herbert,
Esq.

(16 March.)

What is the reason that the Trinity-house have thought proper to adopt another principle, and make that a reason for not adopting the principle recommended by the Committee?—Because the revenue collected upon that principle would be insufficient to maintain the number of light-houses.

Have you any means of showing that?—The recommendation of the Committee seems to proceed upon the ground of 650*l.* being sufficient for the maintenance of a light establishment; but where there are two light-houses in one light establishment, those light-houses being entirely distinct, and in many instances considerably removed from each other, require a separate establishment of keepers at each; and it is evident that a larger expenditure must be incurred in the keeping up those two separate and distinct light-houses, though forming but one establishment, than where there is but one light-house maintained.

In how many instances does that take place, that there are two lights considered as one establishment, and in what places?—At Haisborough, in Norfolk, there are two light-houses and one floating light.

Are they considered all as one establishment?—They are considered all as one establishment, and the toll taken is at the rate of one penny; that is to say, one halfpenny for the floating light, and one farthing for each of the light-houses. At Lowestoff there are also two light-houses and one floating light. At the Needles there is one light-house, and there are two light-houses at Hurst, the whole of which form but one establishment. At Portland there are two light-houses; at the Caskets there are three light-houses; at the Lizard there are two light-houses; and at Milford there are two light-houses. These, I believe, are the instances.

Is there one charge for each of those establishments where there are more lights than one?—The charge is after the rate of one farthing per ton for each light-house: the instance of the Caskets forming one of those exceptions which I noticed when I had last the honour of being before the Committee, the rate for those three light-houses being no more than one halfpenny per ton.

In the other instances, where there are two lights in one establishment, is the charge made for each of those two lights one farthing per ton?—One farthing for each light-house, making a halfpenny for the two.

Has it taken place in the other instances where there have not been double or treble lights?—In all cases the rate is now one farthing per ton per light-house, with the exception of those which I have mentioned as instances where the toll would have been increased, if that principle had been followed.

Will you state how far each of those separate light-houses, though forming one establishment, infer the necessity of separate establishments of men, and all that belongs to a light-house?—Many of those light-houses, and I believe I may say most of them, though not having visited those establishments I cannot speak positively on the subject, are situated at several hundred yards apart, and I apprehend that in the night time due attention could not be paid to the maintenance of both lights, without each having its separate establishment.

Are they in fact completely separate, in point of establishment, from each other?—Perhaps not altogether, because there is but one agent.

Have they different keepers?—They have; but having only one agent, the supplies are all directed and consigned to his care, so that in this respect they may be said to be blended; but as regards the exhibition of the light itself, they are wholly distinct.

How is the commission paid upon them?—The commission is upon the amount of the money collected.

What progress has been made in reducing the commissioners, which was one of the subjects on which observations were made by the Committee?—A return was made to the Committee during the last session, showing those ports at which a reduction had taken place.

Has any further reduction taken place?—No further reduction has taken place.

Is any further in contemplation?—It will be in the recollection of the Committee that I stated in my evidence, that the corporation had decided upon a scale by which the commissioners in future were to be regulated, and that until the result of the reductions of duties, and the other regulations, had taken place for some considerable time, that is, for twelve months, it could not be very well ascertained what the emoluments would be to the respective collectors.

What was the principle of the scale which makes the commission at Newcastle five per cent, and at Leith twelve and a half?—The scale laid down was, to the best of my recollection, speaking merely from memory, without the document before me, that where the emolument did not exceed 30*l.* per annum, the commission should

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should be 4 s. in the pound; that where it did not exceed 50 l. per annum it should be 3 s. in the pound; where it did not exceed 100 l. per annum it should be 2 s. 6 d.; where it did not exceed 200 l. it should be 2 s.; where it did not exceed 300 l. it should be 1 s. 6 d. and that all above 300 l. should be 1 s. I have great reason, without professing to speak accurately upon the subject, to believe that the result of the reduction has been a decrease in the charge upon the aggregate collection as eight per cent compared to about twelve; that is to say, that the average per centage was about 12 per cent, and is reduced to 8.

What is the rate now at Liverpool?—At Liverpool now $7\frac{1}{2}$ per cent.

Is not the receipt at Liverpool more than 300 l.?—I doubt whether it is; the reduction of the receipts at the port of Liverpool is very considerable.

Are you aware that, among other recommendations on the part of this Committee, there was one for the Trinity-house to consider the propriety of employing officers of the customs to collect the rates in preference to others, as affording the means of collecting their rates at less expense and with more convenience?—It does not occur to my recollection that there was such a recommendation.

Does it not appear to you that such a system is a desirable one, on the part of the Trinity-house?—The corporation have always exercised their discretion in the appointment of collectors. I have had no experience myself in the collection of duties, and therefore am not very competent to give an opinion upon the subject.

Can you inform the Committee who is the present collector of the rates at Liverpool?—The present collector is Mr. Edward Hurry,

Previous to his being appointed was any application made to the collectors of the customs to know whether they would undertake the collection there?—I am not aware that there was.

Was any inquiry set on foot to ascertain whether or not any considerable part of the collection might not have been made at a lower rate than that which is now paid, and ample security have been given for the faithful discharge of the duty?—I am not aware that any such inquiry was made.

Was not it stated in the Report of the Committee of this House, that such was the case, and that therefore it ought to have been so reduced?—My recollection of the recommendations of the Committee upon that subject, I am sorry to say, is imperfect.

Do you not consider it to be the duty of the Trinity-house, entrusted as they are with the charge of a great public interest, to have those rates collected on the most reasonable terms, where the security is ample and satisfactory?—It is always desirable that in the collection of revenues of that nature the charge upon the collection should be as moderate as possible.

What reason do you assign to the Committee, in your judgment, for such means not being resorted to in the appointment of the new collector at Liverpool?—The corporation have, as I have already stated, established a scale for the remuneration of their collectors in conformity to that principle; the rate at Liverpool is fixed upon its present amount.

In settling that scale, did the corporation occupy themselves with inquiries as to the lowest probable terms at which the rates could be collected with safety and security?—The corporation, in determining upon that scale, were governed by considerations of what, in their judgment, appeared a proper remuneration to the officer performing the duty, and corresponding with the responsibility of the appointment.

Is not security taken by the corporation from their collectors for the amount of the monies with which they are entrusted?—Security is always taken.

Then it would appear from your statement, that the responsibility of the appointment has more weight with the corporation of the Trinity-house, than the terms or conditions on which the collection is to be made, although the responsibility is provided for by the security taken?—The corporation, as a great public body, entrusted with the charge of a collection to a very considerable amount, have always directed their attention to the responsibility of the party, with a view to the duties to be performed.

Where the amount of the dues collected is low, is not the work performed in proportion to the remuneration in amount, and no more?—I apprehend that to be the case.

Then if a collector or other officer of the customs was appointed to receive the light dues, would it be of any consequence to him whether the amount was small or large, his trouble being in proportion to that amount, and his remuneration in the same proportion?

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proportion?—I consider that as the amount of his remuneration will depend upon the amount collected, he will feel naturally a desire to perform his duty with the utmost attention and care.

Can you assign any reason why a man who is on the spot should be paid a greater per centage on a small collection than on a large one?—I can only say, that in the establishment of the scale by which the corporation have been governed, they have really endeavoured to act on what they considered a principle of equity.

Will you state to the Committee the principle on which ships in ballast pay only half rate, and are proposed to be exempt altogether from the payment of light dues?—The principle on which ships in ballast pay only half rate, and are proposed to be exempt altogether from the payment of light dues, is, that they earn no freight, and having no earnings, it is considered that they may be fairly entitled to the relief which it is proposed to give to them.

If a ship proceeds to a port in ballast, and there loads a cargo and returns with that cargo, must she not receive a greater freight for that cargo with which she returned, than if she had carried a cargo on freight to that port and brought another back?—The principle I have mentioned is that which has governed the corporation.

Will you state to the Committee what is the aggregate expense of maintaining the South Stack light?—I have no accounts with me to enable me to furnish that information.

Can you state what is the aggregate expense of maintaining a double light?—I cannot, from memory.

What private lights have been purchased?—The Flat Holme only.

Have you been in negotiation for any other?—We have been in negotiation for the Smalls and the Burnham light; the negotiation with the proprietors of the Smalls has failed, in consequence of the large sum demanded for their interest. Application has also been made to the lessees of the Fern lights.

What is the sum you have paid for the purchase of the Flat Holme light?—15,828*l*.

You stated that you had made an application to the Privy Council in reference to that light; will you state the nature of that proposition?—The proposition made in respect of the reduction of those tolls is, that the present tolls of one penny halfpenny per ton on British vessels trading over sea, should be reduced to 1*d*.; the present toll of 1*d*. on coasters and Irish traders to one halfpenny; the present toll of 3*d*. on foreign vessels, not privileged as British vessels, to 2*d*.; and the toll payable by foreign vessels privileged as British, of course, to be the same as that for British vessels.

What is the reason your proposition is not to reduce it to the same charge as the others?—The reason which governed the corporation on that point, I believe, was the circumstance of the Flat Holme being a local light, and not a general coast light; and therefore it is only the local trade that contributes to its maintenance, and not the general trade.

What is the expense of supporting the light; is it higher than that of any other light of the same description?—The expense of supporting the light may be taken at 650*l*. a year.

Have you any calculation of the tonnage passing out?—The tonnage of over-sea British traders was in the year 1822, 121,523 tons, the coasters and Irish traders 421,201, and the foreign vessels 23,073.

Supposing that to be the case, on what ground do you state it to be paid for only by the local trade?—The trade of the British Channel only.

Would not that quantity of tonnage passing justify a much smaller tonnage than you have contemplated?—The corporation have not considered so at the present moment; the light will shortly, I believe, be further improved, and consequently an expenditure will take place on that account; I am not able to state the precise reasons which have governed the corporation in that matter.

What is the income at present derived from this light under the reduced calculation?—Under the reduced calculation the estimated income will be about 1,200*l*. a year net revenue.

You are not speaking of the income after paying the interest?—I spoke of the net revenue.

From that the only deduction would be the interest on the purchase money?—I speak of the net revenue out of which the interest of money and the expenses are to be paid, only deducting the commission; the gross revenue I consider to be the

the amount collected from the shipping of the country; the net revenue I consider to be that which, after paying the charges of collection, comes into the hands of the corporation.

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Out of that you still have to pay the charges of maintaining the light?—Yes.

Then you do not get quite 4 per cent from the purchase?—No.

Out of what money was that purchase made?—Out of the general funds of the corporation.

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Amongst the statements made in the former examination, there appear to have been considerable expenses charged for carrying the pilotage act into execution; has any reduction taken place in those charges?—Yes; a reduction has taken place in those charges.

To what extent?—There has been a reduction upon the whole, of 237*l.* 15*s.* 5*d.* upon the previous charge of 1,038*l.* 15*s.* 11*d.*

What is the net revenue of the Smalls' Light, what is the expense of collection, and what the expense of the maintenance of that light?—I am not enabled to state the charge upon the collection; the gross receipt is between 7 and 8,000*l.* per annum, and the cost of maintenance is between 8 and 900*l.*; the remaining term of the lease is fifty-four years; and the sum asked was 148,430*l.*

Who is the present proprietor?—I do not at this moment recollect; Mr. Woodward, of Liverpool, has the management of it, as general agent.

In what state is that measure which has been adopted by the corporation, for removing the collection of the dues to the Trinity-house?—Official apartments are now in preparation, and the period for the removal is fixed for the 1st of July.

What is the estimated expense of the establishment consequent on such removal?—The establishment is proposed to consist of a collector, an assistant collector, and four clerks.

What is the supposed advantage that will be derived to the Trinity-house and the public from such removal?—The corporation in determining on the removal have been governed wholly by the recommendation of this Committee; I am unable practically to speak to what may be the convenience to the public, or the advantage to the corporation.

Have they, or not, done it, concurring in the grounds stated by the Committee for the removal, which were grounds of economy?—I very much doubt whether it will be found economical in practice.

The question is, what were the grounds on which the Trinity-house acted when they determined upon this removal, and whether they acted merely on the authority of that recommendation, or whether they were satisfied that the grounds on which that recommendation was given were sound and substantial?—The Committee in their recommendation have spoken of the convenience which the transaction of public business would derive from the removal of the collection to the Trinity-house, and with a view to effect that public convenience the corporation have determined to make the removal.

Are they satisfied that that public convenience will be so effected?—They are not satisfied upon that point; but they have nevertheless thought it right that the removal should take place, with a determination to do every thing in their power to conduce to that convenience.

Has any appointment taken place, and if so, who has been appointed to superintend that branch of the establishment, and at what salary?—Mr. Frederick Reade, one of the present joint collectors, has been appointed collector of the whole of the corporation's light duties in the port of London, at a salary of 800*l.* a year.

Not at a per centage?—No.

Is that in addition to any other office?—He will have nothing besides.

You have stated that the elder brethren have proposed this alteration in deference solely to the opinion of the Committee, and not from any conviction they are under that the public would be advantaged by a removal?—Not from any conviction certainly; in truth, representations have reached them that inconvenience will result.

From whom have those representations arisen?—From brokers and others transacting business at the Custom-house, in respect of shipping generally.

Have not the shipowners and merchants made such a representation?—Many shipowners and merchants, I believe, have joined in the representation which was made to the corporation, but not as a body.

What is the nature of the representation?—I have a copy of it here; the substance is generally, the delay and inconvenience which will result in the transaction of their business, by their having to walk from the Custom-house to the Trinity-house at

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periods when their absents themselves even for a few minutes from the Custom-house may be a material inconvenience, and probably altogether stop the clearing of vessels.

Upon those reasons the shipowners and brokers request the continuance of the present place of collection?—Yes.

Have you had any personal application for the removal of the collection of the dues?—I do not call to mind any.

Have the elder brethren of the Trinity-house, in your opinion, any motive of convenience or advantage to themselves for desiring the removal of the collection of those rates from the Custom-house to the Trinity-house?—The corporation have certainly considered, that by the removal they will have the duty transacted immediately under their own supervision; and so far, perhaps, as regards a public establishment, it may be advantageous.

In what mode will it be advantageous; you have stated that the salary will be a fixed sum; will that vary, whether the dues are collected at the Custom-house or the Trinity-house?—The salary has been fixed only in reference to its removal to the Trinity-house; but I should certainly apprehend, although it is a point on which I have no authority whatever to speak, that the business might be transacted at the Custom-house upon the same principle and terms.

If it were so, there is no motive of economy or advantage, in your opinion, inducing the Trinity-house to make the alteration?—Only that which I have just mentioned; that of bringing it immediately under their own supervision.

Are there any duties attaching to the shipping now collected at the Trinity-house?—As regards British vessels, the only duties which are collected at the Trinity-house are the ballast rates on vessels requiring ballast; in respect of foreign vessels, they still pay at the Trinity-house the foreign Trinity duty and the pilotage rates.

Have you not stated that no increase of expense will be incurred by the collection at the Trinity-house?—No, I believe I have not.

Do you believe that any increase of expense will be incurred?—I am of opinion, and I think one of my answers goes to that effect, that the business might be transacted at the Custom-house upon the same principles, and on the same terms, and with the same establishment as it is proposed to have for transacting it at the Trinity-house.

Then would not there be an additional expense if the collection was made at the Trinity-house, it being of necessity that you must have information from the Custom-house of ships liable to your dues?—The officers who have been engaged in the transaction of the duty of collecting would be much better able to speak to that point than I am; I have no experience on that head.

Would not the collection, being at a distant office, create additional expense in the obtaining information of ships being about to sail?—I have reason to believe expense has been incurred by the present collector in obtaining information; whether additional expense would be incurred, I cannot say.

In point of fact, can a vessel clear out at the Custom-house without producing a certificate of the payment of the dues to which the Trinity-house is entitled?—With respect to the collection of the duties at the present moment, I apprehend, in regard to vessels in ballast, that may be the case, because considerable opportunity may be offered for such vessels to evade. I believe I am correct in saying, that British vessels in ballast do not clear at the Custom-house: if the proposition of the corporation be carried into effect, from the approval of the Privy Council, and British vessels in ballast be exempted, of course that difficulty will be removed.

If it would be no benefit to the Trinity-house, or to any other persons, in the way of saving of expense, to collect the light dues at the Trinity-house instead of the Custom-house, would it not produce considerable delay and inconvenience to a shipowner, in clearing a ship, to have to go to two offices distant from each other?—I have already stated, that for certain purposes the agents must apply at the Trinity-house, and I am really unable to say, whether the inconvenience which has been represented as likely to result may or may not arise; I can only repeat, that it is the decided intention of the corporation to do every thing which lies in their power to prevent such inconvenience.

But it has been represented at the Trinity-house, by the parties interested, that such an inconvenience would arise?—It has.

Private lights are still continued to be collected at the Custom-house, are they not?—The private lights, I believe, are still collected there.

If they still continue to be collected there, will not that render the collection on the same ships necessary at two offices?—It seems a necessary consequence, upon the

the presumption that it will be so ; but I beg to be understood as not having given any opinion upon that subject.

Are there certain dues which are and always have and will continue to be paid to the Trinity-house?—Yes.

A ship cannot clear out without having paid those dues?—As regards Foreign vessels and English vessels taking ballast.

Presuming that the private lights will still be collected at the Custom-house, is it not an additional inconvenience upon the shipping to pay the Trinity-house lights at another and a distant place?—I should consider that it is an inconvenience ; but the question proceeds upon a supposition which is by no means conclusive.

What do you estimate to be the whole expense of the collection of the dues of the Trinity-house upon the reduced scale?—I think about 1,800 *l.* a-year.

Is it a matter of indifference with respect to that sum ; will it be increased or diminished, whether that collection takes place at the Trinity-house or at the Custom-house?—The per centage at present allowed upon the collection in the port of London is 5 per cent ; that upon a revenue of 32 or 34,000 *l.* a-year will give about the same amount.

Will the sum be increased or diminished by its being collected at the Trinity-house or at the Custom-house?—I think that, upon the principle and with the result I have explained to the Committee, the expense will be much about the same ; I think there will be very little variation of expense.

Is the Committee to understand that at present the collection being made at the Custom-house, the amount is 5 per cent on 34,000 *l.*, being 1,700 *l.* a year on that amount, and that being removed to the Trinity-house, it would be 1,800 *l.* a year?—I have mentioned the sum of 1,800 *l.* a year quite at hazard.

If the dues are collected at the Trinity-house or collected at the Custom-house, will they in both instances be paid in the same way?—I am unable to say whether they will be paid in the same manner or not ; at present they are collected at the Custom-house, and the collectors are paid by a commission : it is determined that they shall be removed to the Trinity-house, and upon the intended principle ; the remuneration will then be made by way of salary.

Do not you know that if the money is collected at the Trinity-house, it will be paid by salary, and if collected at the Custom-house, it will be by commission, and that that will make a material difference?—I am induced to think that the amount of commission, which is a charge upon the collection in the port of London, does not exceed the amount of salary which it is proposed to give ; it is at present paid at the Custom-house by commission, but I cannot speak of what it may be if the intention of removing it to the Trinity-house should not be carried into effect.

Have the Trinity-house any power of controlling it if it is paid at the Custom-house?—I apprehend it is in the power of the Trinity-house to conduct the business with the same establishment and on the same principles at either place.

Have you any reason to doubt that the same salary will be perfectly satisfactory to the clerks, or that the corporation of the Trinity-house would arrange that, if it is collected at the Custom-house?—It is a subject which has not been considered ; but I have no doubt in my own mind, that the same amount of salary would be accepted, and that the corporation could conduct the business on the same principles as at the Trinity-house.

And control it in the same way?—I have no reason to doubt that they could.

Is there any reason why all the dues which are payable to the Trinity-house should not be paid at the Custom-house to the account of the Trinity-house?—I should entertain considerable doubts as to the rates for ballast being paid at the Custom-house ; but I have never given any consideration to the subject, and therefore am unprepared to speak upon it more distinctly.

Why do you except the rates for ballast?—Because the execution of the orders which are received for ballast, the payments for which are made at the time when the orders are given, is connected with a very extensive branch of the service, that is, the raising of the ballast ; and I apprehend it would be found necessary still to maintain a distinct office for the management of the ballast business, independent of the collection of the other rates ; but I do not mean to say, that that distinct office and establishment could not be situated in the Custom-house.

Is it necessary that those who have to pay for ballast at this office should resort to the Custom-house afterwards for the purpose of clearance or otherwise?—I believe that, as regards British vessels being wholly in ballast, they do not clear, and consequently I presume it is not necessary.

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Then in such cases there is no inconvenience from having the ballast office where it now is?—I am not aware of any.

You have stated, that the probable expense attending the establishment, if the whole were removed to Tower-hill, would be 1,800*l.* a year, of which 800*l.* would be paid to the collector; in what manner is it intended the other 1,000*l.* should be applied?—There will be an assistant collector at 500*l.* a year, a first clerk at 300*l.* a year, a second clerk at 200*l.*, a third at 150*l.*, and a fourth at 100*l.*, making altogether 2,050*l.*; so that I find, on adding the items together, it is more than 1,800*l.*

The corporation of the Trinity-house possess certain houses on Tower-hill? They do.

Are those houses occupied?—They are.

Are you aware of the amount of the rent paid for those houses?—I am.

Will you state what the amount of the rent is?—The rental received is 670*l.*; but I should add, that a part of the expense incurred in those buildings, and which, I believe, has on a previous occasion been stated to the Committee, was for the purpose of a pay-hall and office for the London pensioners; upon that part, of course, no rental is received.

What has been done in respect of the gradual diminution of pensioners; have any vacancies been filled up since the recommendation of the Committee upon this subject?—The corporation have not taken any steps upon that recommendation of the Committee, for notwithstanding the deference with which they regard the opinion of the Committee, they cannot but consider that the surplus revenues arising from light duties are applicable to charitable purposes, such application being in conformity with ancient usage, and in their judgment conformable to their charter; in which opinion they are supported by that of the attorney and solicitor-general, taken in July 1822; which states, “that the corporation of Trinity-house are authorized “to apply the surplus revenues of the light duties to charitable purposes,” and this they consider to be recognized and confirmed by the Act of the 3 Geo. IV. c. 111. The brethren therefore, though with the utmost deference and respect to the Committee, feel that an adoption of the measures recommended by the Committee herein, would, on their part, be an unauthorized abridgment of the charity, and a dereliction of their trust under the charter.

Are you provided with a copy of that case, and the opinion thereon?—I am.

[*The Witness produced the same, which was read, as follows:*]

(CASE.)

8 Eliz. c. 13.

BY an Act of Parliament passed in the 8th year of the reign of her majesty Queen Elizabeth, intituled, “An Act concerning Sea Marks and Mariners,” the corporation of Trinity-house of Deptford Strond, being a company incorporated as therein mentioned, were empowered to make, erect and set up beacons, marks and signs for the sea, whereby dangers may be avoided, and ships the better come to their ports without peril, and to continue, renew and maintain the same, in such manner as in the said Act is mentioned.

36 Eliz. 11th June
1594.

By letters patent of this date, her said majesty Queen Elizabeth granted to the corporation of Trinity-house, upon the surrender of the Great Admiral of England, the beaconage and buoyage, and the office and beaconage and buoyage; to hold the same, with all fees, advantages, profits, emoluments and appurtenances to the same appertaining or belonging, unto the said corporation, and their successors and assigns for ever.

By virtue of the Act of Parliament and grant above stated, the corporation of Trinity-house have from time to time for more than two hundred years executed the office of beaconage and buoyage, and have placed and set up, and maintained beacons, buoys and light-houses, and other marks and signs for the sea; and under divers grants from the Crown, of subsequent date, the corporation have been empowered to collect certain tolls, previously agreed to be paid for the same by ship-owners and others interested in the establishment of the lights, &c.

30 Cha, 2.

In the patent granted by his majesty King Charles the Second, in the 30th year of his reign, to the corporation of Trinity-house, for the tolls of the Winterton light-house, there is the following recital: “And because the said lights have been “erected, and are to be maintained out of the stock of the poor of that corporation, “and for that the profit (if any) is not to be converted like those from other lights, “to the private advantage of any other, but for the relief of old and indigent seamen, “their

"their widows and orphans," &c. And the habendum is as follows : "To have, hold and enjoy the said liberty and licence from the kindling of the said lights, during the continuance thereof, upon trust to dispose and employ the profits, benefit and advantage thereby arising for and towards the relief of old and indigent seamen, their widows and orphans."

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And in the patent granted by his said majesty King Charles the Second, in the 32d year of his reign, for the tolls of the Scilly light-house, the corporation are empowered to receive "such allowance for the maintenance of the same, as shall be reasonable, according to law; upon trust to dispose of and employ the profits, benefit and advantage thereby arising, for and towards the relief of old and indigent seamen, their widows and orphans."

32 Cha. 2.

The royal charter of confirmation granted by his majesty King James the Second, in the 1st year of his reign, to the corporation of Trinity-house, commences by stating, that the master, wardens and assistants of the Trinity-house had been of long time a corporation, and had enjoyed sundry grants, liberties, privileges and immunities, by force of divers charters and letters patent theretofore made unto them by several kings and queens of this realm, and then proceeds with the ends thereof, which are described to be as well for the good government and increase of the navigation of this kingdom, as for the better ordering and establishing of the said corporation, "and the relief of the poor mariners, their widows and orphans."

1 Jac. 2.

The patent granted by his majesty king George the First, in the 2d year of his reign, for the tolls of the light-houses on the island of Portland, recites the statute of the 8th Elizabeth, and the habendum runs in these words, "To have, hold, exercise and enjoy the said leave, licence, liberty, power and authority, and the said several contributions, duties, sum and sums of money before, in and by these presents granted, or mentioned to be granted unto the said master, wardens and assistants, their successors and assigns for ever, without account or any other matter or thing to be therefore rendered to us, our heirs or successors, for the same, or any part thereof."

2 Geo. 1.

The succeeding grants or patents to the corporation, which are very numerous, are all upon the same principle as the patent for the Portland lights; most of them recite both the statute of the 8th and the grant of the 36th of queen Elizabeth; tolls are established for defraying the expenses of the light-houses, and the same are uniformly granted to the corporation for ever, without account or any other matter or thing to be therefore rendered to his Majesty, his heirs or successors, for the same or any part thereof. The corporation have up to the present time continued to collect the tolls granted, and after defraying thereout the original cost of building the light-houses, and the subsequent charges attendant on the support and maintenance thereof, they have applied the surplus revenue, when the tolls have produced any, in relief of poor mariners, their widows and orphans; and no question has ever been raised as to their right so to do, until very recently, when a doubt has been suggested in a Committee of the House of Commons whether the corporation are at liberty to apply such surplus revenue to their charitable purposes, such doubt being founded on the words of the patents, which describe the tolls to be granted for defraying the necessary charges of erecting and maintaining the light-house and lights.

This doubt being raised, the consideration of the subject seems to divide itself into two heads. The first of which is, whether as such of the patents as do not specifically direct the application of the profits, which are in fact the surplus, to the charitable purposes referred to, are granted to the corporation of Trinity-house expressly, without account for the tolls, or any part thereof, the corporation is not, so long as they hold the patent granting the toll, entitled to receive the same, and as between them and the persons paying it, apply the surplus revenue arising therefrom in such manner as they shall think fit. There are many light-houses in the hands of private individuals, who collect tolls payable in respect thereof, under the authority of patents similar in effect to those granted to the corporation of Trinity-house, and such tolls having been ascertained or agreed to be reasonable before the granting of the patent, the same are so granted without account, &c.; and the profit arising therefrom (for it must be assumed that an individual erects his light-house, and obtains his patent expressly with a view to some profit) is appropriated by the patentee, and he enjoys it without the pretence on the part of any one that he is answerable to any body for a single farthing of it: as long as his patent is in force he has the power of compelling payment of the tolls specified thereby; and it should seem, that in the event of circumstances arising which should render the toll exor-

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bitant or unreasonable, the parties paying it would have no remedy, unless those circumstances should operate to induce a repeal of the patent. In like manner then we would submit, that as long as the corporation holds the several patents which have been granted to them, they are entitled to receive the tolls specified thereby; and may, as between them and the parties paying such tolls, enforce the payment thereof, and apply the surplus, if any, in such manner as to them may seem meet.

The second head of consideration appears to be, whether light-houses are marks and signs for the sea, so as to bring them within the statute of the 8th, and the grant of the 36th of Queen Elizabeth; for if they are, then the ends for which the corporation enjoy their several grants, charters, and letters patent, being by the charter of confirmation of King James the Second described to be "finally for the relief of poor mariners, their widows and orphans," the application of the surplus revenue of the corporation arising from light duties to that purpose is expressly defined; and its having been so by this charter may be, and most probably is, the reason why in all the patents of subsequent date, the trusts upon which the corporation are to receive the tolls are omitted; and the tolls are from thenceforth granted to them, without account to the king, his heirs or successors, for the same, or any part thereof.

In a marginal note in Lord Coke's 4th Institute, it is said, "Pasch. 1 Jac. It was resolved by the two chief justices, attorney and solicitor, that this Act (the 8th Eliz.) extended as well to light-houses in the night as to beacons, &c. by the day;" and we do not find any case whatever in which this authority has been disputed.

Upon the question now for the first time raised, whether the corporation of Trinity-house has the power to apply its surplus revenues arising from light duties to their charitable purposes, it has never occurred to the corporation themselves to entertain a doubt: a more appropriate application of it could not, it must be admitted, be suggested; the parties benefited by it being poor mariners, the decayed servants of ship-owners, the persons contributing it, their widows and orphans; but the point being raised, it is important to be advised thereon:

You are therefore requested to peruse the several acts of parliament, charters and patents herein referred to, and which are herewith left; and your opinion is desired,

Whether the corporation of Trinity-house is authorized in applying the surplus revenues, arising from their light duties, to the charitable purposes of the corporation, as herein described; and you are requested to advise generally hereon?

OPINION.—Upon perusing the documents above referred to, we are of opinion, that the corporation of Trinity-house are authorized to apply the surplus revenues arising from the light duties to the charitable purposes of the corporation, as above described.

Lincoln's-Inn.
3d July 1822.

R. Gifford.
J. S. Copley.

Then the Committee are to understand that the corporation have continued to fill up vacancies as they have occurred, and to add to the number of pensioners as in their judgment they thought right?—The corporation have not added to the number of pensioners, but they have continued to fill up vacancies as they have occurred, in conformity to their former practice.

In such cases of filling up vacancies, have they adopted the same rule of allowance to the object, or have they varied it?—The same scale of relief has been apportioned as heretofore.

Are the allowances to the same objects?—I would state, that the corporation have recently gone into an entire revision of the subject of their pension list, and they have established new regulations for the admission of pensioners, which I should be happy to lay before the Committee, but I have not them with me at this moment.

[The witness was requested to furnish the same.]

The corporation of the Trinity-house are in the habit of occasionally subscribing from their funds to public purposes of a charitable and laudable nature, are they not?—They are.

On a late occasion they subscribed 500*l.* towards the establishment of a society for preserving shipwrecked seamen?—They did so.

Can

Can you state to the Committee under what authority they did so subscribe?—The corporation have viewed the establishment of such an institution as one likely to promote very materially the preservation of the lives of shipwrecked seamen; and they have considered its character to be such as to warrant them in appropriating that sum towards its establishment and support.

Is the Committee to understand that you are not aware of any legal authority the corporation possesses for the application of such sums?—I am not at this moment aware of any specific legal authority.

Nor any other than the exercise of their own feelings as to giving, and their own discretion as to the amount?—The corporation have always acted upon their own discretion in appropriating sums for the support of charitable institutions, or other societies of a like nature.

Out of what fund was that subscribed?—Out of their general fund.

Is the Committee to understand that in no instance British vessels are now charged more than one farthing per ton for passing single lights?—As regards general coast lights, but not as regards local lights, or lights in the nature of harbour lights; I believe there are exceptions.

But not of any other?—No.

Will the Trinity-house be obliged to erect any new buildings in consequence of the transfer of the receipt of the dues from the Custom-house to the Trinity-house?—No, they will not.

Will they be put to any additional expense besides the salaries of the persons who are employed to collect the dues?—I apprehend they will.

From what will that arise?—It is intended to convert the residence of the late secretary into offices for the transaction of that business, and an appropriate residence in the neighbourhood will be sought for the present and future secretaries.

Then the expense they will be put to will be the alteration in the late secretary's house, and the rental of a new residence for the secretary?—Yes.

If all the Trinity dues were collected at the Custom-house, would there be any expense besides the salaries of the officers for collecting the duties to be paid?—There would be an expense necessarily incurred in the alteration of the secretary's residence, to render it applicable to the accommodation of a family.

Are the Committee to understand, that whether the transfer takes place or not, considerable alteration will be necessary in the secretary's house?—That is what I mean.

Would any additional expense in building or alteration be requisite, if it were continued at the Custom-house?—If the receipt of the rates for ballast was removed to the Custom-house, I conceive there must be some increase of expense.

Are the Trinity-house in negotiation with any other party for the purchase of any other private light?—The Burnham and Fern lights they are still in treaty for the purchase of; there are no others for which the corporation have as yet made application.

To whom does the Burnham light belong?—The reverend Mr. Davis.

What is the receipt?—Very small; I believe not more than 300*l.* or 400*l.* a year; it is quite a local light.

Lunæ, 10^o die Maii, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

Jacob Herbert, Esq. again called in; and Examined.

HAVE the elder brethren of the Trinity-house any motive of convenience or advantage to themselves, in desiring the removal of the collection of lights from the Custom-house to the Trinity-house?—The only convenience I am aware of which the elder brethren anticipate, as regards the corporation, is, that the dues will then be collected more immediately under their own supervision than they are at present.

Will that be any benefit to themselves to do so?—None to the elder brethren.

But to the corporation?—I am unprepared to say whether it may or not; it probably may.

Have the elder brethren of the Trinity-house, in your opinion, any motive for the removal of the collection of lights but in deference to the suggestion of this Committee?—I would observe, when the resolution which directed the removal to take place

*Jacob Herbert,
Esq.*

(16 March.)

*Jacob Herbert,
Esq.*

(10 May.)

Jacob Herbert,
Esq.

(10 May.)

place was considered at the court, I was, in consequence of illness, absent from my official duties, and not having been present at the discussion I am not prepared to answer the question more fully than I have already done.

The expense to the public in point of salary to the collector would be precisely the same, whether the collection took place at the Custom-house or at the Trinity-house?—That is a question I can hardly answer; the salary has been fixed in reference to the intended removal; and I think I stated, when I last had the honour of being before the Committee, that though I did apprehend it might be done on the same principles at the Custom-house, yet still I could not speak as to what might be the managements, if it should ultimately be determined that the removal should not take place.

The salary for the collection at the Trinity-house is 800 *l.* per annum; is it not?—Yes, to the collector.

Have you any reason to believe it would be more if collected at the Custom-house?—No reason whatever.

Would there be any expense in providing officers at the Trinity-house for the collection of these dues?—I have already stated, in my last examination, that apartments were preparing; consequently the fitting up of those apartments will be an expense.

But there are apartments at the Custom-house provided for this collection without expense to the corporation?—There are.

The expense would be less in that respect?—I am not aware that any expense would be incurred at the Custom-house.

Would there not be of necessity additional expenses to the corporation, if the collection were made at the Trinity-house, to procure information from the Custom-house as to the entry of vessels liable to the light dues?—It has recently been represented to the corporation, by the gentleman appointed to the duty of the collection, that information will be required from the Custom-house, but I am not prepared to speak to the expense which may attend the procuring that information.

That is acquired by the collector having a seat at the Custom-house?—In great measure, I believe, it is.

If the collector had no seat at the Custom-house that information must be procured through some other channel?—It has been so represented to the corporation.

Is not a daily return of all vessels entering inwards and coastwise, and all colliers, and all vessels clearing outwards, required?—I have a statement of the particulars.

What is the nature of that information to be required?—For the foreign or over-sea collection, the reports inwards, as now supplied by Mr. Okey, a daily return of all vessels entering outwards for goods, and also of all vessels clearing outwards in ballast; for the coast collection, a daily return of all vessels entering inwards coastwise.

By whom is that return made?—This representation is made by Mr. Reade, who is appointed the collector.

Who does the second come from?—The first is at present furnished by Mr. Okey; but to all the remaining returns Mr. Reade at present has access in the Custom-house. The following are also required for the coast collection: a daily return of all colliers entering inwards; a daily return of all vessels clearing outwards, coastwise. I have now stated all the accounts which have been represented to be necessary.

If the collection was removed to the Trinity-house, and vessels were allowed to enter at the Custom-house without previously obtaining a certificate of payment of duties, would there be any effectual security for their payment?—I really am not practically acquainted with the nature of custom business, or of that of the collections, and do not feel competent to give any information on the subject.

From that circumstance do you not think it requisite that the collector should be perfectly acquainted with those duties?—He is so acquainted, I believe.

If the observation is to be made on the spot of those vessels that might avoid the duties, is it not necessary the collector should be on the spot?—I do not feel myself competent to speak on the practical nature of the business transacted by the collectors, I have had no experience therein.

Is it not enacted in every act of parliament relative to your lights, that the collectors shall have a seat in the Custom-house?—It is provided that he shall have a seat, but it is not compulsory.

Are you acquainted with the proportion of vessels that clear outwards without taking a cargo?—I am not.

Are

*Jacob Herbert,
Esq.*

(10 May.)

Are you aware of the particular advantage that will be derived from the removal of the collection of these dues?—I am not, other than that which I have mentioned; the supervision which the corporation will have over the mode of conducting the business, by its being transacted immediately under their own observation.

Have they ever been dissatisfied with the supervision which they have as yet been enabled to exercise?—I am not aware that they have.

Are you aware that the collection of the Trinity dues at Liverpool was removed at one time from the Custom-house to any distant period?—I have no knowledge of any such circumstance.

Do you know the present collector by name?—Yes, I do.

Who is it?—Mr. William Hurry.

Has he any connection with the Custom-house?—I believe not.

How does he collect the duties?—He has, I apprehend, a seat in the Custom-house.

Then he is connected with the Custom-house?—No, not necessarily; he is not an officer of the customs.

He has a seat as your agent?—I presume he has.

Do you happen to know?—No, I do not know; the business is transacted in the Custom-house, I have every reason to believe.

Do you know if it is collected at the Custom-house?—I have every reason to believe it is.

It being found more convenient to be collected there than any where else?—I am not prepared to give an opinion on that point; it has always been collected there, I believe.

Do you know if Mr. Hurry employs the same person to collect them as did before?—I have reason to believe he does.

If it has been found more convenient to collect them at the Custom-house, is not that a reason for supposing it to be more convenient in every Custom-house to collect the duties of the Trinity-house?—I think I have not stated that they have been collected at the Custom-house because it is most convenient, but only the fact, that they have always been collected there.

Are the private lights still collected at the Custom-house in London?—I believe they are,

Do you know of more than three or four?—I do not; I believe there are several; but I am not prepared to speak to the number.

Have you had any application for the collection of those private lights of the Trinity-house?—No such application has been made for private lights.

Have you reason to believe that they would follow the removal of the collection of the Trinity lights?—I have nothing to induce me to form any judgment on the subject.

Will you state to the Committee what duties, describing them by their names, are now collected at the Trinity-house?—The Trinity duties on foreign vessels, the pilotage rates on foreign vessels, and also the ballast rates.

What duties or lights belonging to the Trinity-house are collected at the Custom-house?—The whole of their duties, with the exception of those which I have mentioned. They consist of the light-money, the Trinity duties on British ships, and the surplus pilotage.

Can you inform the Committee what other light money, or other dues or duties, or harbour dues, are collected at the Custom-house?—I am not enabled to do so at the present moment.

Are the private lights?—The private lights are.

The northern lights?—They are.

The Greenwich hospital dues?—The light duties payable to Greenwich hospital, I believe, are.

The Dover and Ramsgate harbour are?—They are.

The Cinque Port pilotage rates?—They are.

Where are the Greenwich hospital duties collected?—I believe in Cooper's Row, on Tower Hill.

Does it not appear to you that if the whole of these lights and duties were concentrated and collected at one place, that it would be attended with advantage and convenience to the public?—The concentration of the collection at one place would certainly, I should conceive, be a public convenience.

Is it probable that the ballast money, the Trinity dues on foreign ships, and pilotage rates, would be removed from the Trinity-house to the Custom-house, if the whole of the rest were collected there?—As regards the Trinity dues on foreign

Jacob Herbert,
Esq.

(10 May.)

ships and the pilotage rates, I certainly think there would be little or no hesitation on the subject. As regards the ballast rates, I think some difficulty might arise.

Do you think the Greenwich hospital duties would be so removed?—I really cannot offer an opinion on that point.

You have stated, that returns would be required from the different offices in the Custom-house to facilitate the collection of the light-money and duties received by the Trinity-house; are not similar returns made now at the present time?—One return only, of those which I have enumerated, is made at the present time.

Might not that return continue to be made as at present, if the whole collection was at the Trinity-house, so as to answer the purpose it now does?—It has been represented to us that the returns I have already named will be required; and I apprehend there will be no difficulty in forming proper arrangements for those returns being furnished.

Might it not without inconvenience be stipulated that the light-money and other duties should be paid in the first instance, before a ship was permitted to enter, and a certificate given to that effect, to be produced when the ship was admitted to enter?—I hardly feel competent to answer that question. From circumstances which occurred several months ago, but which had not reference to this subject, I entertain some doubts whether the gentlemen, engaged in the transactions of shipping business with the Custom-house, would not object to the entry of vessels being stayed until payment of the light duties had been made.

Would it be matter of much delay, the payment of light money, and charges of that description, on a single ship?—I should think, in most instances, the delay would be very trifling.

And is not a similar period now occupied in payment at the Custom-house?—I really have no experience in the business of the collections, and do not feel myself competent to give to the Committee that satisfactory and correct information thereon, which I should otherwise readily furnish.

Can you inform the Committee what commission is now paid for the collection of private lights?—I am not prepared to state that.

Supposing the whole of the lights and duties, that have been enumerated, were to be collected at the Trinity-house, can you inform the Committee what, in your judgment, additional establishment would be required for that purpose, if any such addition would be necessary, to what is now arranged for the collection of their own lights and duties; do you consider that any additional charge would be incurred, and what?—An additional charge, I apprehend, would necessarily be incurred; but I am quite unprepared to give an opinion as to the amount.

Are you not aware that Mr. Court, in his evidence before the Committee, stated, that an additional clerk only in such case would be necessary?—I have a recollection of some evidence of Mr. Court's, on the point now referred to; but, with submission, I think it referred to one head only, namely, the collection of the surplus of pilotage rates.

In your present arrangement an assistant to the collector has been appointed, has there not?—There has.

The collector, Mr. Reade, is occupied by an appointment to the Custom-house, is he not?—Mr. Reade has an appointment in the Custom-house, I believe.

Is it possible for Mr. Reade to attend to his duties at the Trinity-house; to attend to both at the same time?—Mr. Reade has been given to understand that he will be expected to pay every attention to the duties which he undertakes on the part of the corporation; whether he may be able to attend to the other duties I am not prepared to give an opinion.

What is the object of the appointment of assistant collector?—The assistant collector, so denominated, will in fact be in the capacity of a chief clerk, to act during the necessary absences of the collector.

Must not that necessary absence be very much increased by his filling a situation in the customs?—I am not prepared to answer that question.

Are you aware of what number of officers, in all, are now employed in the collection of the different light duties, and other duties, that have been enumerated?—I am not.

You have not understood that the number is six?—I have not.

Can you state what amount of dues are collected at the Trinity-house in one year, for the three branches of revenue that are now collected there?—I have no account with me to enable me to answer that question; it can very readily be furnished if the Committee are desirous of having it before them.

Supposing

Jacob Herbert,
Esq.

(10 May.)

Supposing that the whole collection was removed to the Trinity-house, does it not appear to you that the corporation could afford to collect the private lights, the northern lights, the Dover and Ramsgate lights, at a much reduced rate of commission from what they now pay?—I am not prepared to say what they do pay.

Supposing their payments were 10 *l.* per cent for private and northern lights, and 5 *l.* per cent for the Ramsgate and Dover harbour dues?—As regards the private and northern lights, at 10 *l.* per cent, I should consider they might be collected by the corporation at a much reduced commission.

The Dover and Ramsgate?—I should consider the Ramsgate and Dover harbour dues might be collected by the corporation at the same commission.

Why not for a less, or at a lower rate?—I should very much doubt if a lower rate would be found equivalent to the expenses incurred.

Do you not consider that the commission which in that case would be reaped by the corporation for making these collections, would tend materially to reduce the general expense of their establishment?—I am not aware of the amount collected on account of the light and other duties which have been enumerated, and therefore am not prepared to give an opinion thereon.

Supposing that the amount of commission paid by the proprietors of the private lights, the northern lights, and paid by the Greenwich hospital lights, amounted in one year to above 1,500 *l.* and the collection of the Ramsgate and Dover harbour dues to a considerable sum, what in that case would be your opinion?—My opinion would be governed entirely by the expense to be incurred in these collections, of which I am not able to form a competent judgment.

What is the distance between the Custom-house and the Trinity-house on Tower Hill?—I should say the third of a mile.

Is it a walk of five minutes?—Rather more; from five to eight minutes.

Then that is the period of time that would be occupied in taking a person from the Custom-house to Tower Hill, and the same period to take him back?—It would, I think, occupy about that period.

That is, to go and return would not take more than a quarter of an hour?—Thereabouts, I conceive.

Do you know, or can you inform the Committee, if the elder brethren were aware of a charge Mr. Reade made, of a fee from 1 *s.* per ship and upwards, to 5 *s.* for his own benefit?—I can distinctly state, that the corporation were not cognizant of that practice until it was stated in evidence before this Committee.

Are they now aware that he included it in the receipts he gave, in which it appeared as a portion of the light-money paid?—They are aware of that circumstance from the evidence given by Mr. Reade before this Committee.

And yet it is understood the corporation have appointed Mr. Reade to this new appointment; they continue him their collector, and have appointed him to be so at this new establishment, if removed to Tower Hill?—In adopting that practice, however improper it may have been judged, Mr. Reade followed, as I have always understood, a long standing official practice; indeed of so long standing, that I believe I am correct in saying the origin and commencement of it cannot be traced.

Then the apology is, its long continuance, although the practice is not known to the elder brethren; and that whilst Mr. Reade reaped the benefit of the charge, it appeared in the receipt to be a payment for light-money?—The apology is that which I have stated; and also the readiness with which the charge was given up by Mr. Reade, and his wish that the practice should be discontinued.

You have stated, in reference to the last inquiry, that Mr. Reade did not originate this practice, but that it was of immemorial usage?—I have always understood that to have been the fact.

What was the nature of Mr. Reade's representation on that subject, and in what manner did he express his wish that this practice should be discontinued?—The representation made, I have reason to believe, was a statement rendered to this Committee by Mr. Reade; the expression of his wish has been made to me personally upon more than one occasion, in which he has stated to me individually, that he considered it very desirable that the practice should cease, and that his own feelings were adverse to its continuance.

Then you have no reason to infer from that circumstance that the corporation have at all withdrawn their good opinion of him?—I have no reason to think they have.

When was this representation made by Mr. Reade?—The representation was made to this Committee in the year 1822.

To the Foreign Trade Committee?—Yes.

Jacob Herbert,
Esq.

(10 May.)

Did Mr. Reade previous to the subject being mentioned to this Committee make any representation of it to the elder brethren?—Not that I am aware of.

Was that wish expressed to you in any other way before this statement to the Committee?—Mr. Reade put me in possession of the fact, and of his intention to present such a statement to the Committee. Therefore, previously to that statement being delivered, I was in possession of it, and of his sentiments and wishes thereon.

Was that communication made before you think Mr. Reade could anticipate the question by the Committee?—I should say, most unquestionably; that it was Mr. Reade's wish to put the Committee in possession of the fact, whether it resulted from the course which the examination might take or not.

Will you inform the Committee whether you do not think this communication was made in the contemplation of the examination he was about to undergo?—Certainly, for he was at that period in expectation of appearing before the Committee.

Did Mr. Reade ever express to you any previous opinion on the impropriety of this collection, or of any intention of communicating his sentiments to the elder brethren?—I have no recollection of having received such communication from Mr. Reade.

You have stated, that it would occupy a quarter of an hour to go from the Custom-house to Tower Hill and return, do you not think the loss of that quarter of an hour a great inconvenience?—I have no practice in clearing ships or transacting Custom-house business.

Has not every present collector of the Trinity duties, except Mr. Hurry, a seat at the respective Custom-houses?—I have not said that Mr. Hurry has not a seat in the Custom-house.

Has not every collector a seat at the Custom-house?—I believe that every collector has.

In your opinion, is it or is it not generally found convenient for the collector to have such a seat?—The impression certainly is, from its being an uniform practice, that convenience does attach to it.

Will you inform the Committee if it is necessary to procure (previously to admitting a shipping entry) a certificate of the Trinity dues being paid, whether much delay and additional trouble would not be created?—The delay created would be the time occupied in preparing the necessary papers for the payment; as to the additional trouble I can give no opinion.

Are there not many duties payable at the Custom-house exclusive of the Trinity dues?—I presume there must be many charges payable there.

And papers to be signed?—I presume so.

You have been asked whether the Trinity-house corporation could not collect certain duties, such as Ramsgate harbour and Dover harbour, and other private lights, at a much less rate of expense than that for which they are at present collected. Could not any private collector do the same at a much reduced rate?—I have no recollection of having answered that question, having stated I was not prepared to say what they do pay.

Have you any reason to believe that the corporation could collect rates on which a commission is charged cheaper than any body else?—Having an establishment they probably could do so.

Can they do it cheaper than any person having a seat at the Custom-house?—The arrangement of a commission, to be collected by a private collector at the Custom-house, must depend on the bargain, if I may so term it, entered into between him and the private proprietor.

Have you any reason to believe that a private collector would not collect as cheaply as the corporation of the Trinity-house?—I really have nothing to guide my judgment in answering the question.

Have you any reason to suppose the contrary?—I have nothing to enable me to form a judgment on the subject either one way or the other.

Would the public be at all benefited by any difference of rate at which the corporation or a private collector would collect the private dues?—The benefit would be to the private proprietor.

The ballast dues must be collected at the Trinity-house, from the necessity of almost daily attendance?—It appears to me the ballast rates can be collected much more conveniently at the Trinity-house than elsewhere.

What is understood by a seat at the Custom-house for the collector of Trinity lights?—I have used those words, because, to the best of my recollection, they constitute the expression contained in the authorities under which the dues are collected.

Is

Is it necessary that the collector of these lights should be an officer of the customs?—I do not conceive that it is necessary.

Then is it to be understood that all that is meant is, that he is to have the necessary accommodation allotted to him?—I conceive that to be the intention.

Might not the light-money and other dues be paid by the master or owners, or brokers of the ship, at any time after she commences loading, and previous to her clearing out?—I should say, from the impression on my mind, without having practical knowledge, that such is the course at the present moment.

Therefore, the party having to pay might choose his own time, and study his own convenience in making the payment?—I apprehend that to be the case.

Is it not at present necessary for the master or owners, or broker for the ship, to go to the Trinity-house to pay the ballastage, if ballast is required, or the Trinity dues, and extra pilotage payable there?—In cases in which those dues are payable, it is his duty so to do.

If the corporation of the Trinity-house were authorized to collect all the different lights that have been mentioned, harbour dues and others that have been enumerated, if they were thereby enabled materially to reduce the expense of their establishment, would not the public in such case be entitled to expect some corresponding reduction in the rates of lights and other duties which they now pay to the corporation?—Under the circumstances of such increase of revenue, I consider that it is the disposition of the corporation to reduce the duties, payable to them by the shipping of the country, as much as may be consistently in their power.

What increase of revenue do you anticipate from any such circumstance, if it should occur?—I have nothing to govern my judgment in forming any conclusion thereon.

You have no personal knowledge on the subject?—I have none. In reference to the evidence which I had the honour of giving to the Committee when I was last here, I wish to make a correction in respect to the rates payable for single coast lights, and which I took a very early opportunity of doing in a letter to the Right honourable Chairman; I stated, as regards single coast lights, that an equal rate of one farthing per ton for each light-house had been established; from this general rule I should have excepted the Edystone light, which, from the peculiarity of its situation has been considered so similar in character to a floating light, as to justify the same rate of toll, viz. one halfpenny per ton.

Robert Taylor, Esq. called in; and Examined.

WHAT is your opinion as to the convenience to the shipping interest of the collection of the Trinity dues at the Custom-house or at the Trinity-house, as is proposed to be removed?—It would certainly be a greater accommodation to pay them at the Custom-house, as we have hitherto done, because it is on the spot where the ships are clearing.

What time would it occupy to go from the Custom-house to the Trinity-house?—The distance is not so very great, but the business at the Custom-house presses sometimes so very much as to that; the labour would not be any thing.

Then it might be of serious consequence to lose a quarter of an hour in clearing a ship?—A quarter of an hour might be very serious.

Have you known the circumstance or heard of a ship losing convoy by being detained a quarter of an hour?—I never heard of it but in conversation with one gentleman.

Are not ships bringing letters obliged to report that circumstance to the post-office?—That is a much greater inconvenience; the necessity of the captain going to the post-office is a serious inconvenience; a man comes up just in time to make a report, and loses the best of the day by the necessity of making his personal appearance at the post-office; formally it was confined to the report at the office, where he declared that he either had or had not letters.

Have you happened to see or hear Mr. Hall's evidence on that point as to the inconvenience of being obliged to report at the post-office?—No, I don't recollect that I have; there is only one opinion on that; no man who does business at the Custom-house but is aware of it.

Does not that inconvenience arise from the necessity of leaving his other business at the Custom-house?—Not so much as to the agent; it is the captain; he can do it with the assistance of his clerk; it is taking away the captain from the Custom-house that produces inconvenience.

*Jacob Herbert,
Esq.*

(10 May.)

*Robert Taylor,
Esq.*

Robert Taylor,
Esq.

(10 May.)

Would there not be a similar inconvenience in having to pay dues at two distinct places?—It would be double trouble and delay.

Have you understood that shipowners desire the continuance of the present mode of collecting the dues?—Certainly.

Have you had largely to do with shipping?—Many years.

Are you yourself decidedly of that opinion?—I am; as far as regards my own opinion, certainly.

Have you any knowledge how many ships clear annually at the Custom-house?—I have not; it is upon record.

Are you of opinion that it is 30,000 or 35,000, or upwards?—I could not give an opinion on it; it is a question of account; the numbers are very great certainly, and part of the lights are now paid; I don't know if we pay any at the Trinity-house yet awhile.

Are you of opinion that any particular advantage would be derived from this removal?—I think not.

Or any saving to the public?—I hardly know how they are paid; I don't know at what rate; how the receivers receive their money; no benefit to the public.

Do you conceive the public have to pay higher fees at the Custom-house than at the Trinity-house?—No, we never pay more now since it has been taken up; we did pay something before that we did not know of; but since it has been discovered a fee was paid, that having ceased, we have all the lights now specified.

What is your business?—I am a ship broker and owner.

You have spoken of the inconvenience that any interruption might occasion by having the lights to pay any where but at the Custom-house; might not the light duties and other dues be paid at any period after the ship enters outwards, that would most suit the convenience of the person paying?—It sometimes happens the voyages are not determined on when the ship is ready, but when they go away; as happens by foreigners in ballast; we don't know perhaps an hour before the destination of her.

But when the destination is fixed?—When the destination is fixed it certainly might be done at any time.

When a ship departs in ballast, has not the master or his agent to go to the Trinity-house to pay the ballastage-money?—That is done in the early part, if she is determined to go in ballast.

Might he not at the same time pay any other dues or duties for which he was liable, if they were collected there?—No; I had an instance last week; the ship took in ballast in the basin of the London Docks, she came from Hamburgh, and was to receive instructions by the mail whether she was to go to the Baltic or to the Brazils, and the mail came in on the morning that she cleared; we had a very great inconvenience resulting; we paid with a foreign ship the pilotage not only as well as the lights; and they require time to prepare their certificate of that; if the same inconvenience resulted in paying the lights it might be attended with much inconvenience.

Is not the pilotage and the Trinity dues on foreign ships paid at the Trinity-house?—Yes.

Where those were ascertained might not the light-money have been ascertained and paid at the same time?—It could not be ascertained till the destination was known, for whether she went down the north or south channel it made a difference in the lights as well as the pilotage.

Such instances very rarely happen?—Not often.

In that particular case would a quarter of an hour have made much difference?—No, I think it would not in a ship in ballast; as far as regards myself it would make none, for I live so near the Trinity-house.

Can you inform the Committee at what number of offices the different lights and harbour dues, and dues of all description, are now paid, at what number of offices?—They are paid now at two in the Customs.

And at the Trinity-house at three?—There would be three.

And the transport light-money, is not that paid at another?—No; we have nothing of that sort that I recollect; when there were such we paid them at the Custom-house; we only sent the light bill to the Transport office; the Transport board never settle an account.

When did Mr. Harding collect light-money for transports?—I believe, I rather think, the latter end of the war, that Mr. Reade stopped it off the pay; for it was very uncertain how often the transports passed the lights; nobody could calculate it at that

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that time but the Transport board; it was so uncertain how often the transports in their service passed the different lights.

The Greenwich hospital money, where was that paid?—On Tower Hill.

You have told us of five or six different offices?—The Custom-house is all one.

There are two paid in the Custom-house; there is Mr. Reade and Mr. Butterfields; the Transport board and the Trinity-house?—The Transport board! there is not such a thing existing now.

There are the Trinity-house and the Greenwich hospital dues?—There are four.

Suppose the whole of the collection of those dues and duties were transferred to the Trinity-house, in the place of their being collected at four different offices as at present; if the whole were received by one collector and his assistants, would not that be an accommodation and convenience to the public?—I think so.

Would not the same accommodation take place if they were all collected at the Custom-house?—It would be preferable their being paid together; one or two together would be an accommodation.

You have stated that the shipowners are desirous of continuing the present system; in what manner have they expressed that desire?—In conversations I have had with different persons clearing out, some have expressed the wish. I have not had any communications excepting with the shipowners' committee. I have had no other communications.

No meeting has been called?—Not that I have heard.

You have mentioned that you formerly paid something more in the shape of a fee, of which you were not then aware was more than the dues on the ship; will you explain to the Committee what you refer to?—I refer to the report of Mr. Reade before the Foreign Trade Committee.

What is the charge that you made a particular reference to, as stated in that report?—I think a charge of 3 s.

In what manner was the charge made in the receipt given for it?—As lights.

As light-money?—Yes.

Were you aware when you paid it as light-money that you were paying a fee which went into Mr. Reade's pocket?—Certainly not.

Had you been aware of that fact would you have paid it?—It is so trifling that I do not know that it would have been an objection. I certainly should not have thought it right; there was no variation from Mr. Doyley's; there has been no alteration for fifty years in the mode of receiving them.

All charged as lights?—Yes; I have paid lights at the Custom-house for about fifty-two years.

You are aware that ballastage Trinity dues, dues on ballast paid at the Trinity-house, must necessarily continue to be paid there?—For ballast dues, and Trinity-house dues on foreign ships and extra pilotage, it don't connect itself with British ships.

Is there any inconvenience in having ballast dues paid at the Trinity-house?—I think not.

You can pay them at any time?—Yes.

You cannot so conveniently pay the light duties but at the moment of clearance?—We cannot until nearly the clearance.

What is the practice; is it ever paid much before clearance?—We never pay them till we do clear; that is the fact. It has been invariably the practice, therefore I never thought of other means as to that.

It is invariably the practice to pay the Trinity dues at the time of clearance?—Always.

In your opinion does that practice arise from having been found more convenient, than to pay them at any time previous?—I should find any other mode inconvenient, I am afraid.

What inconvenience would arise from your paying it a few days before, when you were more at leisure?—Perhaps if a new system were adopted it would answer the purpose the same as the present. It might have to go to another office instead of paying it as we have been doing.

Now the duties, the Trinity duties on foreign vessels which are received at the Trinity-house, now if those duties are consolidated, and the operation of them is altered, and the greater proportion of those vessels of foreign states are placed on the footing of British ships, the Committee would ask whether the Trinity dues on foreign ships might not be more conveniently collected at the Custom-house, in connection with light dues?—I am afraid not. It is the duty of the Trinity-house

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to ascertain the tonnage of these vessels; they measure them; and it is from them only that we ascertain the tonnage; and upon that certificate or that measurement they make the Trinity-house bill out. We could not without the assistance of the Trinity-house ascertain the tonnage, or pay any Trinity dues on any foreign vessel.

The Committee wish to know whether, in your opinion, when vessels clear out in ballast, if the Trinity dues might not be evaded if the collector was not upon the spot in the Custom-house?—I think not vessels that clear out; the Trinity-house would have to ascertain whether they did or not; but ships going away in ballast don't clear; the law requires them to clear; but I believe ships to the Baltic, and going to the northward, do not.

But they are still liable to the Trinity dues?—They are always paid at the Custom-house.

Would not the chance of evasion be greater, the collector being at the Trinity-house than if he were at the Custom-house?—It would prevent evasion his being at the Custom-house, as they can't clear at the Custom-house without that document.

That evasion might possibly occur if the collector were not at the Custom-house?—I don't know that.

Would not that evasion be prevented if it were required to produce a certificate before clearing out?—He can't clear out.

Is it not possible that the duty might be evaded under the circumstances of the vessel not being cleared out, if the collector were not on the spot; is there not a much greater knowledge at the Custom-house of a vessel's going away?—No; if a ship were to go away without clearing altogether, they do not recognize them at all; they have nothing to do with them no more than with a collier.

You think it would afford no greater protection for the collection of them than if it were at the Trinity-house?—No.

Jovis, 13^o die Maii, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

Captain John Woolmore, called in; and Examined.

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YOU are one of the elder brethren of the Trinity-house?—Yes, I am.

Will you inform the Committee if the collection of the light dues is at present, and has always hitherto been, made at the custom-house of every port?—Yes it is.

Is there not in every Act of Parliament, relating to such collection, a clause directing that the collector of those dues should have a seat provided for him in every custom-house?—I believe there is.

Do you know it to be so?—I rather think so; I don't know; I have seen the clause in some of the Acts.

Do you conceive that such a practice and such an enactment originated in the idea that the collection of those dues could be made more conveniently at the custom-house?—I should rather think so.

Is that your opinion?—Yes.

Have you from experience had any reason to alter that opinion?—No; I have not.

Do you conceive that the shipowners would, or not, be inconvenienced by an alteration of this system in having to pay dues at an additional place?—I should think different places would certainly occasion trouble; I should consider it certainly more inconvenient to go from the Custom-house to the Trinity-house than to go to the Custom-house from one room to another; there is a *quantum* of difference, that is what I mean.

If so, is it desirable, unless a material advantage would result to the public or the corporation from the proposed removal?—I should answer that question by saying it was not desirable.

Would any such advantage in your judgment arise to the corporation?—I have not seen that any material advantage would arise to the corporation.

Was it from their own suggestion, or in deference to the opinion of this Committee, that they first contemplated this removal?—I feel some difficulty perhaps in answering that question directly; the Reports of this Committee certainly were the cause of their first considering the subject at all. I can conceive that the deference

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to this Committee was a considerable cause operating on their considerations; my own individual opinion was, it would be more conveniently carried on. From the practice I had had as captain of a ship, in going from office to office, I conceived it would be carried on better, that is with more facility at the Custom-house than at the Trinity-house. At the same time I have no hesitation in saying, that a certain deference to this Committee always affected my opinion, but, that my own private opinion when the subject was brought before the court was simply this, I thought from my practice as a ship captain, that it would be more convenient to the shipowner or rather to the broker, who does the business of the ship, to carry it on at the Custom-house than at the Trinity-house, merely from the distance that there was between the places, the Custom-house and the Trinity-house.

Do you conceive that it was in deference to this Committee that the corporation of the Trinity-house suggested the alteration of the collection of dues?—I don't know absolutely whether they did or no; it certainly was brought to their consideration and contemplation by the observations they had seen this Committee had made.

Have you the means of stating whether your opinion is that of the rest of the corporation?—I think that it is the opinion of many of the corporation, that it is more convenient at the Custom-house than at the Trinity-house; but I don't know that that is the case with the whole of them generally.

Do you know of anybody in the corporation of the Trinity-house who differs from that opinion?—Why, I think they have differed in that opinion, but I think they have changed their opinions on consideration, but that is from mere private conversation; the corporation itself were most decidedly in favour of its being brought to the Trinity-house, no doubt of it.

Was that in consequence of the suggestion of this Committee, or their own opinion?—I am not competent to say what their own opinions were; there was no objection to it; the objection that was made was by very few: whether the gentlemen generally voted in consequence of the recommendation of the Foreign Trade Committee, or from their own feelings and opinions, or practice, I cannot tell positively.

If the suggestion for the removal of the collection had not come from the Foreign Trade Committee, have you any reason to believe that that removal would have taken place?—I doubt if its removal would have taken place if it had not been for that recommendation of the Committee.

Do you conceive that it would ever have been contemplated, but for such a suggestion?—I don't conceive it would.

Will you inform the Committee if any advantage would arise to the corporation in itself?—I don't conceive it would. The only advantage that I do see at all in it is, that it is more convenient, perhaps, in case of complaints of any kind, which are to be reported to the Trinity-house for their consideration; I do not see any thing in a pecuniary point of view of advantage.

Presuming these dues to be paid at the time of clearance, generally speaking, could such complaints be made with effect at such a moment?—They could not be made to the Trinity-house if a stop was made, or any vexatious thing arose, not so quickly from the Custom-house as at the Trinity-house.

Would they be reported at all?—I should think they might at the moment if they were at the Trinity-house; it is the only benefit I see from its removal to the Trinity-house.

Will any expense be saved to the corporation by receiving those dues at the Trinity-house?—I should doubt it myself.

Will the salary to the collector be the same if the dues are collected at the Trinity-house or the Custom-house?—I really cannot tell exactly; the salary at the Custom-house has arisen from commission.

The future salary, will that be the same?—The future salary, I should think, would be full as much.

The same would it not?—I don't know that it would be the same; I can't tell exactly what his emoluments are now.

The Committee understand you propose 800 *l.* a year?—Yes.

Would it be the same at the Custom-house as at the Trinity-house?—It is commission at the Custom-house, and what arises out of it might not be so much as the salary at the Trinity-house.

The present payment at the Custom-house is less?—I think it is on the commission, but the winding up of the commission I have not seen, therefore I don't know its real amount.

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Will you inform the Committee if instead of removing it to the Trinity-house it was to remain at the Custom-house in the revised system, if the salary would not be the same there as at the Trinity-house?—I should think the salary at the Trinity-house would be full as much as at the Custom-house.

Would it be less at the Custom-house than the Trinity-house?—If the coast collection and the over-sea collection are joined together, the commission perhaps might be so reduced as to make it a very similar profit to the collector, and perhaps reduce the expense to the Trinity-house.

Cheaper where?—Perhaps in the commission at the Custom-house, if paid by commission: in the case of the consolidation of the collections under one person.

Then you think it certainly would not be more at the Custom-house than at the Trinity-house?—I do not think it would.

Would any additional charge be made to the shipowner by being collected at the one or the other?—I think not.

Is there not a room already provided at the Custom-house for the collector of the light dues?—Yes.

If the collection is removed to the Trinity-house, will not an additional expense be incurred in providing a new office.

The office is nearly provided, whatever the expense may be, which cannot be considerable; it is now almost prepared, or quite prepared, for his reception.

Some additional expense has been or will be incurred by the removal?—The additional expense has been incurred whatever the amount may be, perhaps 500 £. or 700 £.; I don't know what it is; it does not strike me that it can be much more.

It has been incurred?—It has been, for the room intended is nearly fitted for the purpose.

Is there not of necessity information to be procured from the Custom-house daily, relative to ships liable to these dues, which can be better and with less expense be furnished to the corporation, their collector having a seat in the Custom-house, than if he had not?—I should suppose it would be more convenient for the collector, if he wanted information at the Custom-house, but I am not competent to judge what information he wants; but I conceive that it would be more convenient to get the information that he does want at the Custom-house, than if he was at the Trinity-house.

Is not a daily return made of ships liable to duty?—I don't know.

Is it not quite optional to the proprietors of private lights where they will collect their dues?—Of course.

And whom they will employ to collect?—Yes.

Have you any doubt if they are restricted to any place for receiving them?—I don't know.

Are not such dues collected at present at the Custom-house?—I believe so, but I don't know.

Have you had an intimation from any of them, from the proprietors of private lights, that in the event of the Trinity lights being collected at the Trinity-house, they would wish you to receive them on their account?—None, that I know of.

If you were to collect these lights at a less commission than is now paid to their collector, have you reason to believe that the public will benefit by the saving to the proprietors?—I think they might.

Have you any reason to believe it?—Yes.

If you were to collect these lights at a less commission than is now paid to their collector, have you reason to believe that the public will benefit by the saving to the proprietors, have you reason to believe they would charge the public less for their lights?—I don't conceive they would as long as they could maintain their tolls; the public, however, would so far benefit if the Trinity-house funds accumulate, the public would benefit by their being capable of reducing the tolls on their lights.

Is there any power to compel this reduction from the proprietors of private lights for the benefit of the public?—I should think not.

Have you any reason to believe that their own collectors could not or would not collect those dues on as low terms as the corporation?—I am not competent to judge of that question.

Though the corporation are disposed to perform the duties of their charter with as little expense as possible to the public, would they feel themselves compelled, if they derived any additional income from the collection of private lights and other dues not now collected by them, to make a reduction equal in amount on their charges for lights, or would they not feel themselves at liberty to apply those as well as other parts of their income at their discretion in the exercise of the duties imposed

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posed on them by their charter?—I will give you my own opinion on it, it is this; that if the corporation funds were increased by any means whatever, they would feel themselves inclined, I believe, generally to reduce the collections upon the general trade of the country as much as they possibly could; in that sense I do conceive that it would be an endeavour on the part of the corporation in every sixpence they gained that it should go to a general reduction. I think the corporation inclined perfectly to that.

What is the probable amount of commission that would be received on the collection of the private light, the Greenwich hospital, and the Ramsgate and Dover harbour dues, supposing they were all collected by the Trinity-house?—I am incompetent to tell.

Would they amount to 500*l.* a year?—I should think more than that.

Do you know what they pay at present?—No; I conceive they pay, on a general average, about 10*l.* per cent; I don't know what the net amount may be. I conceive, the business being decided to come to the Trinity-house, if the corporation took the management of the private lights in their hands, it would be a complete gain; for they would not, probably, find it necessary to make any additional salary.

Should you expect, presuming you invited the collection, by reducing the commission, should you expect to derive more than 700*l.* a year from it?—I don't know; I don't know what the collections are.

What amount would the receipt of 700*l.* or 800*l.* a year allow you to reduce on the charge of any one light, what operation would that have on your charges?—Perhaps it might not have a very great operation; but every accumulation would be applied to the purposes I have mentioned.

Do you think this specific additional commission which the corporation would receive, would not operate in a very immaterial degree?—Not in any great degree to reduce the lights generally, though it would add to its means of doing it.

Are the Committee to understand that any such reduction would be applied generally at the discretion of the corporation, or be specifically applied to a reduction of any lights?—I do not think it would; I should urge as far as I could that application.

Should you urge for a reduction of the light dues?—I should; but in case of 500*l.* or 600*l.* if there was a single light where the charge oppressed more heavily on shipping in one case than another, I might apply it to the reduction of that which I thought would prove most beneficial. I should suppose 700*l.* or 800*l.* would be the means of maintaining a single light.

It has been stated by your secretary, Mr. Herbert, that the corporation in determining the removal have been governed wholly by the recommendation of this Committee, but that he very much doubts if it will be found economical in the corporation, and that he is not satisfied that the public convenience will be promoted by it: do you concur in that opinion?—I don't know that I do in the whole of it.

It has been stated by Mr. Secretary Herbert, that the corporation in determining upon this removal have been governed wholly by the recommendation of this Committee?—I don't know that exactly.

It has been stated by your secretary, Mr. Herbert, that the corporation in determining on the removal have been governed wholly by the recommendation of this Committee, and that he very much doubts if it will be found economical in practice; and that the corporation are not satisfied that public convenience will be effected by it; do you concur in that opinion?—I do not concur in the opinion that the corporation generally decided absolutely from the recommendation of the Foreign Trade Committee, for I think they had another consideration under which they decided and which they were influenced by, namely, that of having it under their own management at the Trinity-house, that they would be able to prevent the recurrence of any little improper fees that appeared to have been collected unknown to the corporation at the Custom-house; I think that consideration had a certain degree of weight, that they were influenced by it, and it would have influenced myself in some degree; therefore, I consider that Mr. Herbert's opinion is not completely satisfactory to my mind; Mr. Herbert was not present.

As to the second observation, that it will not be found economical in practice; do you concur with him in that?—I don't think it will; it does not strike me that it will; I think the expense of clerks, and every attachment of expense to it, will bring it to quite as much as the commission at the Custom-house; but the corporation will have the convenience of preventing improper fees; it was that, together with an impression that an advantage would be derived from the business being transacted

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under their immediate supervision and control, which, in my opinion, influenced the members of the Trinity-house in their decision.

The third consideration which he stated himself to be impressed with was, that his judgment was not satisfied the public convenience would be effected by it; what is your opinion as to that?—I myself do not think that the public convenience will be very much injured by it; my opinion has always been that it will be more conveniently carried on at the Custom-house than at the Trinity-house.

Has any representation been made to the corporation, and from whom, on the subject of inconvenience to the public by the proposed removal of the collection?—There has been a representation to the Trinity-house, I remember, by a number of gentlemen brokers, and some shipowners.

Did the number of these applicants amount to eighty-seven?—I do not know, I should think there were; there was a great number.

There are certain dues received by the corporation of the Trinity-house that are now collected at the Trinity-house?—Yes.

And others to which they are entitled are collected at the Custom-house?—Yes.

Does it not follow that the collection of these dues at two different places makes it necessary for those persons who have to pay them to go from one place to the other for that purpose?—Yes; I believe that only applies to foreign ships.

Ballastage?—That is a subject which I consider different from all the other subjects.

Are not ballast dues paid at the Trinity-house?—Yes.

Paid by all ships taking ballast?—Yes.

And those ships have business to transact at the Custom-house?—Yes.

The persons who are employed in respect of the ballast of those ships must go from one to the other?—The captain orders his ballast weeks before his ship is entered to go to sea.

When does he pay for it?—The moment that he orders it.

It is paid by anticipation?—Yes, and returned if he does not take the quantity.

Are you aware that whenever the destination of a ship outward bound is fixed, that the light-money and other dues may be paid then or at any time previous to her clearing out?—I conceive they may be paid whenever the proprietor chooses to pay them.

Does it not follow that no more inconvenience would attend going to the Trinity-house to pay those dues, than now attends going there to pay ballast, as the parties having to pay have the option of the time when to pay them?—The same parties, I don't think, apply exactly: the captain orders his ballast generally before his homeward cargo is taken out. In order to keep the ship upon her legs, after the homeward cargo is taken out, the ballast is ordered and taken on board before the ship is destined to her voyage. When destined the ballast is put in according to the voyage she is going, or the goods she takes in lieu of it; therefore I don't see that the captains could pay them at the same time without he had fixed on the voyage she was to go.

If it depends on the goods they are taking they must know?—A ship comes home, she requires ballast to be put on board to keep her on her legs before any destination is fixed upon, therefore they can't pay for lights and ballast at the same time.

Is it not usual, that a considerable interval of time elapses between entering a ship outwards and clearing out?—It is usual, certainly.

May not the party pay light-money and other dues, at any period most convenient for them, between the one and the other?—Certainly.

Is it not necessary for him to delay it till he is clearing out, unless he chooses?—Certainly not.

Supposing that the collection of the whole of those dues, to which the Trinity-house is entitled, was made at the Trinity-house, an establishment must necessarily be formed there for that purpose?—Of course.

Then suppose, in addition to that collection, that the private lights, the northern lights, the Greenwich hospital dues, the Ramsgate and Dover harbour lights, were all transferred by their present owners to be collected by the Trinity-house, and were so collected at the same office where their own lights were paid, is it your opinion that any considerable addition would be necessary to the establishment in consequence of such an arrangement?—None.

Then does it not follow, that whatever commission the Trinity-house might receive for making this collection would be, according to their amount, a benefit reaped by the Trinity-house?—Certainly.

Then

Then are the Committee to understand by your previous evidence, that it is your opinion it would be the duty of the corporation to apply the amount of such commission to the reduction of some one or other existing charge, which the public are now liable to pay to them?—I should think so individually, as a member of that corporation.

Are you acquainted with the distance between the Custom-house and the Trinity-house?—Not as to measurement.

What time would it take you to walk it?—Five or six minutes.

Then would you not lose a quarter of an hour in walking that distance and returning?—Yes.

Are the Committee to understand that as this saving (presuming that these lights were so transferred, and that a saving of time would arise from it) would be so much gained by it to the corporation, would not the corporation be benefited by the arrangement?—The public would be benefited by the arrangement, no doubt, if they had the whole of the collection, as far as the amount of the commission.

Don't you think, that presuming the collection of the whole of the dues of the corporation were removed to the Trinity-house, and the inducements the corporation would have to collect the ballast and the other lights and harbour dues at a moderate rate, and the security of their being collected by that body would afford to the proprietors, and the fact, that the whole would be under the immediate superintendence of the elder brethren of the Trinity-house, as well as the facility that would be afforded to the public by the whole of the dues of every description being collected in one spot, are you not of opinion that such an arrangement would materially influence the owners of these light and harbour dues to transfer the collection to the corporation of the Trinity-house?—It must depend very much upon the opinions of the owners of these private lights, who may not be disposed to deprive their private friends of the emoluments they enjoy from their appointments; in which case an inconvenience to the public would arise by taking the Trinity-house lights from the Custom-house to the Trinity-house, and the private lights to remain still at the Custom-house, to be received by individuals there; it is dividing the two: it certainly is more convenient to take the whole at the Trinity-house or at the Custom-house. Then as to the word inducement, I do not see that the Trinity-house have any inducement to take the trouble upon themselves, unless for the public advantage.

If they were remunerated for so doing, would not that be an inducement?—It depends upon the quantity of the remuneration.

The amount of the commission?—That might be an inducement for them to take it.

If the corporation had an office to collect all dues, and in addition to receive these lights, whatever commission was received, would it not be so much gained?—No doubt.

Presuming that the collection of the private lights were to remain at the Custom-house, the inconvenience you refer to, considering also that in walking to and from the Trinity-house and Custom-house, and back, which you say may be accomplished in ten or twelve minutes, would it not be more convenient?—I think it would, as far as that goes; but it would be more convenient at the Custom-house to go from one office to another, than to have to go out of doors; I should think that it would be infinitely more beneficial to the public to pay all the lights at one place or the other; the whole collection; the ballast I look upon as a different subject.

The ballastage, Trinity dues, the foreign rates and pilotage rates, are now collected at the Trinity-house?—Yes.

According to the present system the parties having to pay them must go to the Trinity-house to pay them?—The foreigners, not the British.

Do you know what number of offices the lights are now paid in?—I do not; the coast collection for the Trinity-house is made at one office, and the over-sea collection at another.

Are there not two offices for collecting at the Trinity-house?—The coast and the over-sea.

When transports were in existence, was not there a separate collection for them?—There was; that is, the collector was one of the officers of the Transport board.

Are you aware where the Greenwich hospital dues are now paid?—No, I am not; at the Custom-house I conceive; the light dues, the sixpenny dues, are paid at Tower Hill I believe.

Are not these paid by every ship that is in the foreign trade?—I believe they are.

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The Greenwich dues being paid at an office on Tower Hill, must not the master or agent of each ship go to that office to pay them?—I conceive they must; the agent of the ship goes, or the master or his clerk.

He is drawn from the Custom-house for that purpose?—I don't conceive he goes to pay them at the same time as he does the lights.

Must he not pay them both at the same time?—I am not clear whether he is obliged to pay them when he goes out or when he comes home; I never having had to pay them, I am not competent exactly to judge.

But still the Committee are to understand, that whether they are paid here after she returns or before she goes out, they are to be paid at that office?—Yes.

Whether the time of payment is before the commencement of the voyage, or after it is concluded, they might be paid at the same time as other dues and rates are now paid?—I conceive they might be paid at the same time, if they choose to pay them.

You have stated your opinion, that the public convenience would not be much injured by the removal of the collection from the Custom-house to the Trinity-house; do you think the corporation of the Trinity-house would have been governed in coming to the conclusion they did, if the majority of them had been impressed with the opinion that the public were to be at all injured by the removal of them?—I did not think individually that the public would be injured by it, but that they would certainly be inconvenienced by it, as far as I could judge by the removal; as by having to go from this room to the next to transact all their business, it would not be so great an inconvenience as going from the Custom-house to the Trinity-house.

You did not mean that the public would be materially injured?—No, I do not think they would be injured by it beyond the loss of time.

You would rather submit the word inconvenience for injury?—Yes.

Is it your opinion that the corporation of the Trinity-house were impressed with the opinion that the public would be inconvenienced by the removal, yet that it was right that removal should take place?—The corporation thought it was right that the removal should take place.

Although it was to be attended with inconvenience to the public?—Yes.

Was it the opinion of the majority of that body that the removal would be attended with inconvenience to the public?—I think, though they considered it might be an inconvenience to the public in some respects, yet that convenience would attend it in others.

Yet, notwithstanding, they are determined on the measure of removal, as being in itself a right one?—I don't know positively whether a right one; the corporation did it in part in deference to the Committee, and with a wish to have it under their own control, and to prevent any kind of imposition that had taken place before.

If the whole collection of different dues belonging to the Trinity-house and other bodies, were to take place at the Trinity-house, would not that be put an end to?—There would be no possibility of it there; no possibility of improper fees being taken.

What is the inconvenience you, the Trinity-house, contemplate from the removal?—The inconvenience I contemplate in the removal is, the parties have other business to do at the Custom-house which they have not at the Trinity-house. They will have only to pay light dues at the Trinity-house, and dues that belong to the Trinity-house, but as they have other business at the Custom house, therefore I consider the inconvenience to the individuals would be, to have two separate places of business in the room of one.

Then as the whole of those lights and dues may be paid at any period before entering and clearing out, the extent of the inconvenience is walking from the Custom-house to the Trinity-house, and returning there?—I do not consider the extent of inconvenience of very great consequence, if it is done before the day of clearing out.

You do not mean to say that in all cases the light dues can be conveniently paid at any time before the ship clears out?—I should think in all cases where the voyage has been decided.

But where it has not?—That I don't know.

You do not mean to say that in all cases the light dues can be conveniently paid before the ship clears out?—Where ships are not decided in their voyages I don't see how they can be paid.

Supposing

(13 May.)

Supposing the collection of the whole of the lights to be in the corporation of the Trinity-house, could they not collect those lights at the Custom-house as well as they do at the Trinity-house?—Yes.

Therefore the object of saving the commission, and the consequent benefit to the public, could be attained by collecting at the Custom-house as at the Trinity-house?—I don't see any difference.

Then in point of fact the inconvenience would not be sustained by the public having to go to two places?—Except as respects the ballast.

The private lights are collected at the Custom-house at present?—I believe so.

The corporation cannot control their removal?—Certainly not.

Is it desirable to withdraw the collection of the Trinity-house lights from the Custom-house till you know whether the proprietors of the private lights, who at present collect their dues from the Custom-house, are willing to have them collected at the Trinity-house?—I should say it would be more convenient to have them both collected together; but I don't know any material injury that would arise, except that inconvenience to the parties who are to pay both the lights.

At the time the corporation decided on the removal of the collection of their lights, no representation had been made to them of its inconvenience?—I think not; I really am not clear in my recollection on that point; I am not certain if that representation had been made or not.

Was it made in November last?—I do not recollect; I think the court decided on it before November; I think it had not.

Then the representation has been subsequently made?—It has.

Do you happen to know, supposing the lights to be removed to the Trinity-house, if the Trinity corporation would be disposed to collect the dues upon the terms suggested in the Report of this Committee, $2\frac{1}{2}\%$ per cent?—I really do not know; that is a question that has not been much agitated; I think their ideas, as far as I recollect, I don't know how I got them, their general idea was about 5% per cent.

What passed at the Trinity-house when these applications were taken into consideration there, against the removal?—I don't recollect at this moment.

Was the determination not to accede?—Certainly, it was not to accede.

If the whole collection was in the hands of the Trinity-house, both public and private lights, and conducted at the Custom-house, in that case do you think the superintendence of the elder brethren could not be extended to the collection there?—Certainly not so convenient for the elder brethren to go there, as to superintend it at the Trinity-house.

Could they be expected to attend at the Custom-house?—I think not.

Have they ever found such superintendence necessary?—No; I was going to state, I think if any individual of the corporation had been at the Custom-house, and he had known it, he would not have suffered the fee that was received.

What fee do you particularly refer to?—I refer to a fee which was stated in evidence before this Committee to have been received by the collectors at the Custom-house, for the accommodation of credit afforded to the brokers.

Are you aware of the manner in which that fee was received by the collector, and the nature of the receipt that was given for it?—No farther than by the observations that passed at the examination here.

Are you now aware that the fee was collected by the collector of your rates from the party paying light-money; and though he put it in his pocket, that he gave a receipt for it as light-money?—I understand he did; it is only from the evidence I know it.

Has any investigation of that fact taken place at the Trinity-house since they became acquainted with the evidence given here?—There was a variety of conversations, and a forbiddance of it the moment they knew it.

Was any disapprobation expressed of Mr. Reade's conduct in collecting it?—There was a disapprobation expressed at its being collected, but at the same time with respect to Mr. Reade, I must observe that Mr. Wellstead has been considered as his superior.

In the arrangement that has been contemplated of the lights being removed to the Trinity-house, it is intended Mr. Reade should be collector there?—Yes.

Does he not hold a situation at the Custom-house?—I believe he does.

On what ground is it supposed he can attend to both at the same time?—That is very much left to himself; we consider he will do that duty if he takes the situation, and we conceive him to be particularly fit for it.

But if he is to attend at the Custom-house?—I don't know what his attendance at the Custom-house requires, but I am very well satisfied that the Trinity-house will

Captain
J. Woolmore.

(13 May.)

not admit of his not attending to the duty there when he has taken it upon him ; whether he is capable of doing both duties or no, I am incompetent to decide on.

Is it not part of the system to provide an assistant collector for Mr. Reade at the Trinity-house ?—There has been an assistant to the collectors at the Custom-house already.

In the contemplated establishment is it not provided ?—The same individual is to come there and attend to assist at the duties.

As an assistant collector ?—Yes.

Is it considered at the Trinity-house that two collectors are necessary ?—He acts both as an assistant collector and clerk ; perhaps if he was not there another clerk would be wanted.

In case of Mr. Reade's absence in attending his duties at the Custom-house, the assistant collector is to officiate for him ?—I don't know that he is to officiate for him, they are to do the duties between them.

How long is it since this appointment took place ?—Fourteen years ago, from the death of the previous one.

Are not several of the elder brethren of the Trinity-house shipowners ?—Yes.

Do you recollect when the removal of these payments was in agitation from the Custom-house to the Trinity-house, that as shipowners they made objections to it as being prejudicial to their interest ?—I did not find that they did.

This practice that was complained of in Reade, had existed for very many years ?—I understood that it had : Mr. Reade found it there when he came there as a new collector. Mr. Wellstead was the collector belonging to the Trinity-house, of coast duties, before Mr. Reade came there, and I fancy Mr. Reade found that fee there when he came.

During the time that Mr. Reade has held this situation, and been in the receipt of this fee, has he ever to your knowledge, to yourself or the members of the Trinity-house, suggested the propriety of putting an end to it ?—I think not, not to me certainly.

Do you not conceive that the experience, the intelligence, and the talents of Mr. Reade as collector of the Trinity light dues at the Custom-house, render it extremely desirable to have him employed for their collection at the Trinity-house ?—They have been so considered, else I don't think he would have been appointed.

Why not ?—They were dissatisfied with Mr. Reade and the collectors generally, for their having imposed that fee unknown to the Trinity-house, and from a consideration of its impropriety they would most likely have put him aside, if they had not considered that it had not originated with him ; and this, I think, makes a difference, especially when an officer is peculiarly useful in his department, and the Trinity gentlemen cannot be acquainted with the business of this.

Is it a duty that requires peculiar ability ?—I consider it requires some knowledge and ability certainly. It is simplified very much to what it was.

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APPENDIX

TO THE FIRST REPORT.

In the contemplated establishment it is not provided. — The same individual is to come there and attend to assist the duties.

As an assistant collector? — Yes.

4. — Copies of the Trinity-house that two collectors are necessary? — The ports

(A.) — Copies of the Trinity-house that two collectors are necessary? — The ports

(B.) — Copies of the Trinity-house that two collectors are necessary? — The ports

(C.) — Copies of the Trinity-house that two collectors are necessary? — The ports

(D.) — Copies of the Trinity-house that two collectors are necessary? — The ports

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(A.) — Copies of the Trinity-house that two collectors are necessary? — The ports

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APPENDIX.

Appendix, (A.)

RETURN of Copies of Correspondence that has taken place in the year 1817, or subsequently, between the Trinity-house, and the Ship Owners, on the subject of the Charges or Regulation of Pilotage; pursuant to the Order of the Select Committee of the Honourable the House of Commons, on Foreign Trade; dated the 28th May 1823.

Appendix, (A.)

Correspondence
between the Trinity
House and the Ship
Owners in 1817.

N^o 1.—COPY of a Letter from Simon Cock, esq. Secretary to the Ship Owners Society, to James Court, esq. Secretary to the Trinity-house; dated 17th December 1816.

Sir,

I AM directed by the committee of ship-owners to state to you, for the information of the elder brethren of the Trinity-house, that they have had under consideration the existing rates of pilotage; and being of opinion that a reduction therein, to continue during peace, is absolutely necessary, and that the rates for putting pilots on board ships between Dungeness and the Downs should be modified according to the tonnage or draught of water of the respective ships requiring them, I am instructed to say, that this committee will be happy if your board will honour a deputation with an interview, at your convenience, for the purpose of discussing the measures in question; it being the desire of this society, that any steps which they may adopt should have the previous approbation of the elder brethren.

I have the honour to be, &c. &c. &c.

(signed) S. Cock, Secretary.

N^o 2.—James Court, esq. to Simon Cock, esq. dated 21st December 1816.

Sir,

HAVING laid before the elder brethren of this corporation your letter of the 17th instant, signifying that the committee of ship-owners having had under consideration the existing rates of pilotage, and being of opinion that a reduction therein, to continue during peace, is absolutely necessary; and also some modification of the rates allowed for putting pilots on board ships between Dungeness and the Downs, and are desirous to have an interview with the elder brethren thereon, I have to acquaint you, for the information of the society, that the elder brethren will be happy to see a deputation of the committee at this house, on Thursday the 2d January next, at two o'clock precisely, when they will be prepared to discuss with them the measures in question.

I have the honour to be, &c. &c. &c.

(signed) James Court, Secretary.

N^o 3.—Simon Cock, Esq. to James Court, esq. dated 26th December 1816.

Sir,

HAVING acquainted the committee of ship-owners, with the appointment made in your letter of the 21st instant, I am directed to inform you that a deputation will wait upon the elder brethren on Thursday the 2d prox^o at two o'clock precisely.

I have the honour to be, Sir, &c. &c.

(signed) S. Cock, Secretary.

N^o 4.—Simon Cock, esq. to James Court, esq. dated 15th April 1817.

Sir,

Mr. Buckle having shown me your note of this day, I lose no time in handing you a copy of my letter of the 4th ultimo.

I have the honour to be, &c. &c.

(signed) S. Cock, Secretary.

N^o 5.—Simon Cock, esq. to James Court, esq. dated 4th March 1817.

Sir,

THE committee of ship-owners having had under consideration the reductions and modifications in the rates of pilotage and boat-hire (according to the existing laws) which

Appendix, (A.)
Correspondence
between the Trinity
House and the Ship
Owners in 1817.

may be reasonable and expedient during the continuance of peace, have directed me respectfully to refer you to the result of the interview with which the elder brethren were pleased to honour a deputation from this committee on the 7th January last, and to submit for their consideration, the enclosed statement of the reductions and modifications in those rates, that in the deliberate judgment of the committee are required by existing circumstances, upon which they will be happy to learn the sentiments of the elder brethren at their earliest convenience.

I am also directed to transmit to you the enclosed copy of a letter from Mr. Robert Taylor, containing suggestions that appear to the committee to be deserving of every attention, and upon which they also hope to be favoured with the opinion of the elder brethren.

I have the honour to be, &c. &c.
(signed) S. Cock, Secretary.

Proposed reduction in the existing Rates of Pilotage and Boat-rates, to continue during Peace, viz.

Pilotage:

From the existing rates of pilotage upon ships and vessels of the burthen from 200 to 700 tons, a reduction of 20 per cent.

From the rates of ships and vessels under 200 tons, a reduction of 25 per cent.

Boat-rates:

For putting Pilots on board Ships and Vessels not exceeding,

Tons.	Folkstone.	Dover.	Downs.
—	—	—	—
	£. s. d.	£. s. d.	£. s. d.
150 - - -	1 11 6	1 1 -	- 15 -
150 to 200 - -	2 2 -	1 11 6	- 15 -
200 to 700 - -	3 3 -	2 2 -	1 1 -

Exceeding 700 the present rates.

It is further proposed, That Folkstone be the point at which vessels should be required to take pilots on board, instead of Dungeness.

That ships and vessels in *Ballast* should not be compelled to take pilots.

N^o 6. — Robert Taylor, esq. to Simon Cock, esq. dated February 21st 1817.

Sir,

HAVING had under consideration the great inconvenience to the shipping engaged in the short trade to Holland and the German Ports, resulting from an omission in the Act of the 52d of his Majesty, c. 39, for the regulation of the rate of pilotage, and understanding by communication with some of the gentlemen of the Trinity-house, that the committee of ship-owners contemplate likewise the expediency of the said Act undergoing some alteration, I shall be obliged to you to lay before the gentlemen of the committee the observations that have occurred to me to be of much consequence for alteration.

The Act of the 48 Geo. 3, c. 104, as well as that above mentioned, being made in the height of war, the rates of pilotage were apparently proportioned to the flourishing state of the shipping interest at that period; but ought, it is presumed, now to be reduced to peace-prices; half a guinea per foot of the ship's draught of water was the customary rate of pilotage from and to the Downs; and about half pilotage from Standgate Creek to the Pool in the former peace.

Independent of this heavy charge of pilotage, which ships in the short trade, making several trips in the year, cannot possibly now, in the time of peace, support, the omission in the Act of the 52d is quite destructive of the trade, viz. not leaving such British ships upon the former footing of ships bound to the Baltic, &c.

At the framing of the Act of the 48th, upon my suggestion to the deputy master and gentlemen of the Trinity-house, the expediency of placing the short trade carried on by British ships navigating only the North Channel, upon the footing of ships in the Baltic and coasting trade, and showing how much such ships must otherwise be diverted from their regular course on the voyage (being also persons brought up in coal, Baltic, and coasting trade), the Act was drawn accordingly and passed; and it is difficult to account for the omission in the latter Act of the 52d, that restricts them to taking pilots. It cannot have been intentional; because there is no contending that a man capable of navigating his ship down the Swin, and bound to St. Petersburg, should not be equally capable to perform the same service when bound to Holland, or either of the German rivers. Indeed that Act passing in the height of the war, and when few British ships could navigate the North seas, the variation in the Acts was not discovered or felt until the late peace.

Whatever may be the ultimate arrangement of the rate of pilotage, ships bound to Holland and ports short of the Baltic cannot navigate under the compulsion of taking a pilot, because there is no means whatever, without considerable delay and risk of ship and cargo, of putting them on shore any where within the course of their voyage.

I am, &c.

(signed) Robert Taylor.

N^o 7.—James Court, esq. to Simon Cock, esq.; dated 7th May 1817.

Appendix (A.)

Sir,

Correspondence
between the Trinity
House and the Ship
Owners in 1817.

I HAVE to acknowledge the receipt of your letter of the 15th April, enclosing copy of your former letter under date of the 4th March, with the statement therein referred to; also of Mr. Robert Taylor's letter relative to ships in the short trade to Hambro', &c. being compellable to take pilots; and have to acquaint you for the information of the Committee of the ship-owners society, that the same have been laid before the deputy master and elder brethren of this corporation, who have considered the several reductions and modifications which by the committee are judged expedient, under existing circumstances, to be made in the rates of pilotage and boat-hire, as now established, together with the several other points therein adverted to; and the elder brethren will be ready to give their opinion on the same to the Legislature whenever the subject shall be brought before Parliament for consideration of the expediency of adopting the alterations proposed.

I have the honour to be, &c. &c.

(signed) James Court, Secretary.

N^o 8.—Simon Cock, esq. to James Court, esq.; dated 29th May 1817.

Sir,

IN consequence of an interview which a deputation of the committee of ship-owners have had with the Right honourable the Lords of the Council, the committee have made some modifications of their proposal of a reduction in the rates of pilotage, of which I have now the honour to hand you the particulars; and have to request that you will be pleased to substitute the same for the proposed reductions, &c. which were submitted for the consideration of the elder brethren in my letter of the 4th of March.

I have the honour to be, &c. &c.

(signed) S. Cock.

Reductions in the rates of Pilotage imposed by the Act 52d Geo. 3d, c. 39, and alterations in the Provisions thereof, as proposed by the Committee of the Society of Ship Owners.

That the following reductions should be made in the rates to exist *during peace*, viz.

On vessels not exceeding 700 tons, 10 per cent, to commence from the passing of the Act; and 10 per cent in 12 months thereafter; and 5 per cent in 24 months: In all 25 per cent.

On vessels exceeding 700 tons, the existing rates to remain.

Power to be given to the corporation of Trinity-house, and to the Lord Warden of the Cinque Ports, to diminish the number of pilots, as they shall see fit.

In the event of war with any of the principal powers the present rates to be restored.

Folkstone to be the point from whence vessels shall be compelled to take pilots, instead of Dungeness.

The clause compelling pilots to cruize to be repealed.

Ships in ballast to be exempt.

Boats to be licensed at Dover, Walmer and Deal, under the Act 53 of the King, c. 140, at the following rates, for putting pilots on board ships (at present the pilots put themselves on board from vessels of their own).

	Folkstone.			Dover.			Downs.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Vessels not exceeding 150	1	11	6	1	1	—	—	15	—
150 to 200 - -	2	2	—	1	11	6	—	15	—
200 to 700 - -	3	3	—	2	2	—	1	1	—

Exceeding 700, the rates now paid to the pilots.

In the 2d section of the Act 48 Geo. 3, c. 104, lines 20, 21 and 22, there is this exception, "save and except all constant traders *inwards* from the ports between Boulogne inclusive, and the Baltic, such ships and vessels having British registers, and coming up *or going down* the North Channel, by Orfordness, but not otherwise." The words "*or going down*" are omitted in the Act 52 Geo. 3, c. 39, it is supposed unintentionally, certainly improperly, and therefore it is proposed to renew them in the Act to be passed.

And as the word "*inwards*" is superfluous, it is proposed to omit it in the new Act.

N^o 9.—Simon Cock, esq. to James Court, esq. dated 2d January 1821.

Sir,

I HAVE been directed to represent to you, for the information of the elder brethren, that complaints have been made to the committee of this society of the practice of the Cinque Port pilots, in charging the 8 s. per diem (which they are allowed by the 52d Geo. 3d, c. 39,) for the days the vessel they may be employed to pilot shall be allowed to remain on quarantine, upon the days of the vessel entering and leaving Standgate Creek, and for which they receive pilotage, as well as for the days of the vessel's detention.

As this society concur in opinion with the ship-owners alluded to, that it cannot have been the intention of the Legislature that the pilots should be allowed to charge both pilotage

Appendix, (A.)
Correspondence
between the Trinity
House and the Ship
Owners in 1817.

and detention-money for the same day; and as the trying the question in a court of law is attended with great expense, the committee have it in idea to appeal to the Lord Warden of the Cinque Ports upon the subject; but before they do so they are desirous of ascertaining the practice of the elder brethren in similar cases, with respect to the river-pilots; and I have therefore respectfully to request that they will be pleased to acquaint the committee therewith.

I have the honour to be, &c. &c.

(signed) S. Cock, Secretary.

N^o 10.—James Court, esq. to Simon Cock, esq. dated 5th January 1821.

Sir,

I HAVE received your letter of the 2d instant, representing that complaints have been made to the committee of the ship-owners society of the practice of the Cinque Port pilots in charging the 8 s. per diem, (which they are allowed by the 52d Geo. 3d, c. 39,) for the days the vessel they may be employed to pilot shall be allowed to remain on quarantine, upon the days of the vessels entering and leaving Standgate Creek, and for which they receive pilotage, as well as for the days of the vessel's detention. And as the society concur in opinion with the ship-owners alluded to, that it cannot have been the intention of the Legislature that the pilots should be allowed to charge both pilotage and detention-money for the same day; and as the trying the question in a court of law is attended with great expense, the committee have it in idea to appeal to the Lord Warden of the Cinque Ports upon the subject; but before they do so they are desirous of ascertaining the practice of the elder brethren in similar cases, with respect to the river pilots, and therefore request they will be pleased to acquaint the committee therewith.

And having laid the same before the elder brethren, I have to acquaint you, for the information of the committee of the ship-owners, that they are of opinion the days of entering and leaving Standgate Creek on the service of quarantine cannot be considered as lay-days, nor are they liable to be charged as such.

I have the honour to be, &c. &c.

(signed) James Court, Secretary.

Appendix, (B.)

Appendix, (B.)
Correspondence
between the Trinity
House and Board
of Trade.

RETURN of Copies of Correspondence which has taken place between the Trinity-house, and the Board of Trade, on the subject of the Reduction of Charges on Shipping, for Lights, or otherwise, by the Trinity Corporation, since July 1822.

N^o 1.—Copy of a Letter from James Court, esq. Secretary to the Trinity-house, addressed to Sir George Chetwynd, bart.; dated 27th August 1822.

Sir,

BY virtue of an Act passed in the last session of Parliament, intituled, "An Act for further continuing, altering and amending several Acts for the better regulation of lastage and ballastage in the river Thames, and for enabling the corporation of Trinity-house of Deptford Strond to reduce, alter, modify, relinquish or abolish, dues payable to the said corporation, and for other purposes connected therewith;" this corporation are authorized and empowered from time to time and at any time or times hereafter, upon the requisition, or with the consent of His Majesty, his heirs and successors, in his or their Most honourable Privy Council, to reduce, relinquish, abolish, alter or modify, all or any or either of the rates, prices, dues, duties or tolls, imposed or granted by the several grants, charters, or Acts of Parliament therein recited, or any of them; or collected, taken, levied and received under the authority thereof respectively; or by ancient usage or custom, or prescription, or any part or parts thereof, so far as may be consistent with the charitable and other uses, purposes and intents, for which this corporation has been established and maintained;" and are further authorized, "at any time or times thereafter, to revive and re-establish any rates, prices, dues, duties or tolls, which may have been relinquished or abolished, or to increase, or otherwise alter or modify any rates, prices, dues, duties or tolls which may have been reduced, altered or modified under the authority of the said Act; and so from time to time to relinquish or abolish, and revive or re-establish, and reduce or increase, alter or modify, all or any of such rates, prices, dues, duties or tolls, as occasion may require, so as nevertheless, that no such rates, prices, dues, duties or tolls, shall at any time be increased beyond the amount which might be collected, taken, levied or received, in respect thereof before the passing of that Act: Provided always, that no such relinquishment, abolition, reduction, alteration or modification, or subsequent revival, re-establishment, increase, alteration or modification of any such rates, prices, dues, duties or tolls, or any or either of them, or any part or parts thereof, shall, at any time, be deemed valid or take effect, until the same shall have been submitted by the

" master

“ master, wardens and assistants of this corporation, to, and shall have been assented to
 “ and confirmed by, His Majesty, his heirs or successors, in his or their Most honourable
 “ Privy Council; and such assent and confirmation shall have been signified in writing
 “ unto the said master, wardens and assistants; and it shall be lawful for the said master,
 “ wardens and assistants to fix and determine the period, so that the same do not exceed
 “ three calendar months from the receipt by them of such assent or confirmation as afore-
 “ said, from and after which, all and every the rates, prices, dues, duties or tolls, so relin-
 “ quished or abolished, shall be discontinued, and no longer taken, collected, levied or receiv-
 “ ed, or from and after which all and every the rates, prices, dues, duties or tolls so revived or
 “ re-established, reduced, increased, altered or modified respectively as aforesaid, shall and
 “ may be collected, received, levied or taken.”

And the corporation, actuated by a desire to afford relief as promptly as possible to the shipping of this country, and also to foreign shipping resorting to our ports, having at a late general court taken into consideration the amount of the several duties payable to them as light-duties, or duties for buoying and beaconage, loadsmanage and primage, and other accustomed rates and duties, with a view to ascertain the mode in which reduction thereof can be best effected; and the extent to which such reduction can at present be carried “consistently with the charitable and other uses, purposes and intents, for which this “corporation has been established and maintained,” agreeably to the intent of the enact- ment before recited; it has been resolved, that the tolls, duties, rates or prices now payable for the Edystone, the Milford, the Flambro’, and the South Stack Lights, for buoyage, beaconage, loadsmanage and primage, for surplus pilotage, and for ballast, may be reduced in the manner hereinafter mentioned.

And I have it in command to request that you will submit the said resolution to the Right honourable the Lords of His Majesty’s most honourable Privy Council, with the request of this corporation, that their Lordships will be pleased to take the same into consideration; and should it appear expedient to their Lordships, that the proposed reductions should take effect, that they will be pleased to signify their assent to and confirmation thereof pursuant to the provisions of the said Act.

Appendix, (B.)
 Correspondence
 between the Trinity
 House and Board
 of Trade.

Scale of proposed Reductions.

LIGHTS.	British Over-Sea Traders.		Foreign Vessels.		British Coasters and Colliers, Coastwise.	
	Present Toll.	Proposed Toll.	Present Toll.	Proposed Toll.	Present Toll.	Proposed Toll.
	<i>per ton.</i>	<i>per ton.</i>	<i>per ton.</i>	<i>per ton.</i>	<i>per vessel.</i>	<i>per vessel.</i>
EDYSTONE - - -	1 penny -	$\frac{1}{2}$ penny -	2 pence -	1 penny -	2 shillings - -	2 shillings.
MILFORD - - -	1 penny -	$\frac{1}{2}$ penny -	2 pence -	1 penny -	2 shillings - -	2 shillings.
FLAMBRO’ - - -	$\frac{1}{2}$ penny -	1 farthing	1 penny -	$\frac{1}{2}$ penny -	$\frac{1}{2}$ penny per ton -	1 farthing per ton, or chaldron.
SOUTH STACK - -	1 penny -	1 farthing	2 pence -	$\frac{1}{2}$ penny -	$\frac{1}{2}$ penny per ton -	1 farthing per ton.

In lieu of the existing complex rates payable by British over-sea traders entering the port of London, for buoyage, beaconage, loadsmanage and primage, under the ancient tables of duties, it is proposed that a consolidated rate of 1*d.* per ton should be established, and double that rate on foreign vessels, instead of the ancient charge of 8*d.* per ton, and 5*s.* per ship, in respect to vessels belonging to aliens heretofore charged under the denomi- nation of “Trinity Duties.”

The excess of tolls due to this corporation for light and other duties, on account of American and Portuguese vessels, over and above those payable by British vessels, and which, under the authority of the Act 59 Geo. 3, is claimed by this corporation of the Commissioners of His Majesty’s customs; and charged by that Board on the consolidated duties of the customs, it is proposed should now be relinquished; by which the said fund will be relieved from an annual charge, amounting at present to about 3,300*l.*; and in the event of future commercial treaties with foreign states, by which a system of reciprocity in respect to duties shall be established, similar to the existing treaties with the govern- ments of Portugal and America, it is proposed to submit to their Lordships, from to time as such treaties may take effect, that vessels belonging to those states shall be thereafter charged with no higher rates for light and other dues payable to this corporation than the several rates payable in respect thereof by British vessels.

With reference to surplus pilotage and ballast-rates enumerated among those proposed to be reduced, no alteration is at present submitted beyond the relinquishment of the excess of rates on American and Portuguese vessels payable out of the aforesaid fund of the customs.

Appendix, (B.)
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of Trade.

The *estimated* aggregate sum which it is calculated will thus be relinquished by this corporation for the relief of shipping, and the consolidated duties of the customs, is as under, viz.

In the revenues arising from the duties of 4 lights enumerated	-	£. 13,770
In the Trinity-duties on foreign vessels	-	2,250
Excess of all rates and duties on account of American and Portuguese vessels payable out of the consolidated fund of the customs	-	3,300

19,320

Add thereto for the *estimated* reduction of revenue from lights and other duties on foreign vessels, in consequence of directions which have been issued to the collectors to discontinue the practice of levying the same for the voyage out and home, and to charge the duties for the passage only on which such vessels may be when entering, touching at, and departing from, a British port or roadstead

3,200

£. 22,520

In submitting these several propositions for their Lordships consideration and approval, I am instructed to observe that this corporation is at present sedulously engaged in a general revision of every department of its receipts and expenditure, with a view to such curtailments of the latter as can be effected consistently with the due support and maintenance of the great and important objects of the corporation; and the establishment of an uniform system in respect to rates and duties which cannot but prove conducive to the facility and despatch of public business; in the hope that the result of their investigation will enable them hereafter to submit to their Lordships some further measures for the relief of the shipping interests of the country.

I have the honour to be, Sir,

Your most obedient and most humble servant,

(signed) James Court, Secretary.

N^o 2.—John Buller, esq. to James Court, esq.

MR. BULLER presents his compliments to Mr. Court, and acquaints him that he has received the memorial containing the resolutions of the Trinity Board, for reducing the dues heretofore paid to that corporation, and has laid the same before the Lords of the Council, who will not fail to take the subject into consideration.

Council Office, Whitehall,
31st of August 1822.

N^o 3.—James Court, esq. to Sir George Chetwynd, bart.

Sir,

Trinity-house, London, 25th Oct. 1822.

IN reference to the letter I had the honour to address to you, under date the 27th August last, submitting, by command of this corporation, certain propositions for the reduction, modification and relinquishment of various light and other duties payable to them, for the assent and confirmation of the Lords of His Majesty's most Honourable Privy Council, conformably to the 4th section of the Act 3d Geo. 4th, c. 111, and in which a hope was expressed that they might be enabled thereafter to submit to their Lordships some further propositions for the relief of the shipping interests of the country;

I have it now in command to request you will submit to the consideration of their Lordships the following propositions for the further reduction and modification of duties payable to this corporation, which it has been unanimously resolved, at a general court held on the 17th instant, to lay before their Lordships for their assent and confirmation, in addition to those before alluded to; viz.

1st, That in regard to all duties payable to this corporation, vessels in the coal-trade should in future be charged by the number of tons expressed in their registers, instead of the number of Newcastle chaldrons inserted in their respective cocquets.

Estimated amount of reduction 3,200 l.

2d. That all British or Irish merchant vessels wholly in ballast should in future be chargeable with no more than one half the rates, (ballast-rates excepted) payable to this corporation by vessels having cargoes, or being in part laden.

Estimated amount of reduction 3,000 l.

3d. That the tolls payable for the Scilly Light should be reduced in manner following; (that is to say,)

On British over-sea traders, from one halfpenny to one farthing per ton.

On foreign vessels, from one penny to one halfpenny per ton.

Estimated amount of reduction 1,500 l.

I have the honour to be, &c. &c.

(signed) James Court, Secretary.

N° 4.—Thomas Lack, esq. to James Court, esq.

Appendix, (B.)

Office of Committee of Privy Council for Trade, Whitehall,
31st October, 1822.

Sir,

Correspondence
between the Trinity
House and Board
of Trade.

I HAVE laid before the Lords of the Committee of Privy Council for Trade your letters of the 27th August and 25th instant, on the subject of the proposed reduction of the Light and other duties paid to the corporation of Trinity-house; and I am directed to express to you the satisfaction with which their Lordships see the disposition evinced on the part of the Trinity-house to afford relief to the shipping of the country, in proposing an alleviation of certain charges borne by British ships, as well as by ships of such foreign states as shall consent to place the shipping of the United Kingdom in their respective ports on a footing with the shipping belonging to such states; and although the amount of relief at present proposed falls short of that which their Lordships are of opinion might be afforded, and indeed which it appears to be the intention of the Trinity-house eventually to afford, they do not hesitate to express their approbation of the reduction now offered, from a desire that our navigation should have the benefit of any alleviation of charge that can be extended to it with the least possible delay. In conveying this, however, their Lordships feel it to be their duty to state, that it is done in the confident expectation that such other reductions are intended to follow as may be effected consistently with the public objects of the Institution of the Trinity-house; and they beg to call the attention of the Trinity Corporation to the report presented to the House of Commons at the close of the last session of Parliament by the select Committee appointed to consider of the means of maintaining and improving the foreign trade of the country, and to report their opinion and observations thereon; containing suggestions for the relief and benefit of the trading interests in various particulars within the jurisdiction of the Trinity-house, and especially touching the charges for lights, as well in respect to the diminution as the equalization of the rates levied, which their Lordships, concurring in the impression of the Committee, and fully appreciating the liberality of the intentions expressed in your letters, entertain the strongest hope, will on consideration be adopted, and hereafter carried into effect by the Trinity-house.

I am to add, that an Order in Council, signifying His Majesty's assent to and confirmation of the new rates proposed by the Corporation of Trinity-house, will be submitted to His Majesty for his royal approbation at the first Council he may be pleased to hold; and that a copy of the order will be communicated to you for the information of the corporation as soon as it shall have received His Majesty's sanction.

I am, Sir, your most obedient humble servant,
(signed) Thomas Lack.

N° 5.—Thomas Lack, esq. to James Court, esq.

Office of Committee of Privy Council for Trade, Whitehall,
4th November 1822.

Sir,

IN reference to my letter to you of the 31st ultimo, on the subject of the Trinity Duties, I am directed by the Lords of the Committee of Privy Council for Trade to observe, that in the proposed scale of reductions stated in your letter of the 27th August last, the present charge on British coasters and colliers for the Milford Light is stated to be two shillings per vessel, and it is proposed to continue the same rate; but in the return of the gross amount of money received by the Trinity-house, presented by you to the Committee of the House of Commons on Foreign Trade on the 29th of May last, and printed in the Appendix (A.) to the report of that committee, this charge is stated to be only one shilling per vessel on coasters; and I am therefore to request that you will be pleased to send me, for their Lordships information, an explanation of this apparent disagreement in the two statements.

I am, &c. &c.
(signed) Thomas Lack.

N° 6.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 5th November 1822.

I HAVE the honour to acknowledge the receipt of your letters of the 31st ultimo and 4th instant, in the latter of which you request, by direction of the Lords of the Committee of Privy Council for Trade, an explanation of the existing difference in the rate stated to be payable by coasters and colliers for the Milford Lights in my letter of the 27th August last, and the statement rendered to the Committee on Foreign Trade, and printed in the Appendix (A.) to the report of that Committee; and in reply, am to express the regret of the corporation at the error contained in my letter of the 27th August, and to acquaint you, for their Lordships information, that the rate actually payable by coasters and colliers for the Milford Lights is one shilling per vessel, at which it is proposed it should be continued.

I have the honour to be, &c. &c.
(signed) James Court, Secy

Appendix, (B.)

Correspondence
between the Trinity
House and Board
of Trade.

N^o 7.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 23rd November, 1822.

HAVING laid before the General Court of this Corporation your letter of the 31st ultimo, conveying the approbation of the Lords of the Committee of Privy Council for Trade, on the several reductions of light and other duties proposed to be effected for the benefit of the shipping interest of this country, and of foreign vessels visiting the ports of this kingdom, as communicated for the confirmation of the Lords of His Majesty's Most honourable Privy Council by my letters addressed to Sir George Chetwynd, under date the 27th August at 25th ultimo; I have it in command to request you will express to their Lordships the satisfaction with which the Brethren have received your communication of their Lordships approval of those intended measures.

In reference to that part of your letter, wherein you express their Lordships confident expectation that such other reductions are intended to follow as may be effected consistently with the public objects of the institution of this corporation, and in which their Lordships call the attention of the brethren to the report of the Select Committee of the House of Commons appointed to consider of the means of maintaining and improving the foreign trade of the country, in which are contained suggestions for the relief and benefit of the trading interest in various particulars within the jurisdiction of this corporation, and especially touching the charges for lights, as well in respect to the diminution as the equalization of the rates levied;

I am directed to request you will assure their Lordships that the recommendations of the Committee of that Honourable House have been especially under the consideration of the brethren while framing the several propositions which have been submitted to their Lordships, and in which they have endeavoured to combine a diminution of rate with the desirable principle of an equalization of charge, as far as they have found that object practicable. With this view, the effect of the reductions proposed will be the establishment of an equal rate of one farthing per ton for each *light-house*, with the exception of that on the Edystone Rock, which, from the peculiarity of its situation, the brethren consider may be justly rated as a floating-light, the general toll for which last description of light is one halfpenny per ton, the same as that to which it is proposed the Edystone should be reduced. In the adoption of this principle the brethren have however been compelled to admit of certain other exceptions, both in regard to land and floating-lights, because its application, in some particular instances, would augment the toll heretofore payable on account of those establishments under the authority of their respective patents, a measure which the corporation have neither the disposition to propose, nor the power to effect. And in exemplification whereof I am instructed to inclose, for their Lordships information, a list of the light establishments, the duties for which are received by the Trinity-house, and showing the actual number of light-houses and floating lights maintained, and the rate of duty for each establishment on British and foreign vessels, agreeably to the new scale of duties.

The justice and necessity of providing for the support of each *light-house* on the principle before stated, will, it is thought, be readily concurred in by their Lordships; and the brethren cannot forbear expressing their deep regret that this necessity should have escaped the observation of the Committee on Foreign Trade, to which alone, the brethren conceive, can be attributed the Committee's recommendation of an equal rate of one farthing per ton for each *light establishment*; and their omission to suggest any allowance or provision for the unavoidably increased expense attendant on those at which *two*, and in some instances, of *three distinct* light-houses, are kept up, and lights exhibited in each, as compared with those at which *one* light-house and light only is maintained. The number of light-houses and floating lights actually kept up and exhibited by this corporation being, as shown in the accompanying list, 32 instead of 21, as stated in the report of the Committee. Besides which I am instructed to request you will assure their Lordships that the sum of 1000*l.* reported by that Committee to be adequate to the support of a floating light is wholly insufficient for that purpose.

I have it further in command to request you will assure their Lordships of the earnest desire entertained by the brethren to afford every relief and benefit to the shipping of this country; but until experience has proved the extent to which the revenues of the corporation will be affected by the present reductions, they cannot "consistently with a due regard" to the charitable and other uses, purposes and intents, for which this corporation has been "established and maintained," consent to any further measures of that nature; nevertheless, should any circumstances at present unforeseen occur, to enable them hereafter to effect a further reduction of the light-duties payable to this corporation, the brethren will readily avail themselves thereof, and submit further propositions to that end for the confirmation of their Lordships.

I have the honour to be, &c. &c.

(signed) James Court, Sec^r.

A List of the Light Establishments, the duties for which are received by the Trinity-House; and showing the actual Number of Light-Houses and Floating Lights maintained, and the Rate of Duty for each Establishment on British and Foreign Vessels, agreeably to the New Scale of Duties.

Appendix, (B.)
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between the Trinity
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of Trade.

		British	Foreign.
Scilly - - -	1 lighthouse - -	1 farthing - per ton	1 halfpenny - per ton
Edystone - - -	1 lighthouse - -	1 halfpenny - - -	1 penny - - -
Milford - - -	2 lighthouses - -	1 halfpenny - - -	1 penny - - -
Portland - - -	2 lighthouses - -	1 halfpenny - - -	1 penny - - -
Foulness - - -	1 lighthouse - -	1 farthing - - -	1 farthing - - -
Casketts - - -	3 lighthouses - -	1 halfpenny - - -	1 penny - - -
Nore - - -	1 floating light - -	1 shilling per 100 tons	2 shillings per 100 tons.
Well - - -	1 floating light - -	1 halfpenny per ton	1 penny - per ton
Lizard - - -	2 lighthouses - -	1 halfpenny - - -	1 penny - - -
Needles - - -	3 lighthouses - -	1 halfpenny - - -	1 penny - - -
Owers - - -	1 floating light - -	1 halfpenny - - -	1 penny - - -
Haisbro' - - -	{ 2 lighthouses - -	1 penny - - -	1 penny - - -
	{ 1 floating light - -		
Goodwin - - -	1 floating light - -	1 halfpenny - - -	1 penny - - -
Sunk and Galloper - -	2 floating lights - -	1 halfpenny - - -	1 penny - - -
Flambro' - - -	1 lighthouse - -	1 farthing - - -	1 halfpenny - - -
South Slack - - -	1 lighthouse - -	1 farthing - - -	1 halfpenny - - -
Lowestoft - - -	{ 2 lighthouses - -	1 halfpenny - - -	1 penny - - -
	{ 1 floating light - -		
Lundy - - -	1 lighthouse - -	1 farthing - - -	1 halfpenny - - -
Spurn - - -	1 floating light - -	1 farthing - - -	1 farthing - - -
Bardsey - - -	1 lighthouse - -	1 farthing - - -	1 farthing - - -

In all, 32 ;—or 23 lighthouses, and 9 floating lights.

LOCAL LIGHTS:

St. Bees - - -	1 lighthouse.
Air - - -	1 lighthouse.
Bideford Bar - - -	2 lighthouses.
Usk - - -	1 lighthouse.

Trinity-house,
23d November 1822.

(signed) Jas. Court, Sec^y.

N^o 8.—Thomas Lack, esq. to James Court, esq.

Office for Trade, Whitehall, 29th November 1822.

MR. LACK presents his compliments to Mr. Court, and in reference to his letter of the 23d instant is directed to acquaint him, that the Lords of the Committee for Trade are disposed to look at the points to which it alludes in the way most favourable to the interests of the corporation; but that their Lordships are not yet prepared to give a formal answer to it.

The official letter sent herewith embraces only those points which have been already settled.

N^o 9.—Thomas Lack, esq. to James Court, esq.

Office of Committee of Privy Council for Trade, Whitehall,
29th November 1822.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information and guidance of the corporation of Trinity-house, the inclosed copy of an order of His Majesty in Council, signifying his royal assent to and confirmation of the reduced rates for certain lights therein named, which have been proposed by the corporation, as stated in your letters of the 27th August, 25th October, and 5th November.

You will observe that this order contains also a proviso, that the vessels of any foreign state, which admits British vessels into its ports on payment only of such charges as are levied on vessels of such state, shall in like manner be admitted into the ports of this country on payment of the same charges only as are paid by British vessels; not only with respect to the five lights specified in the table annexed to this order, but with respect to all other lights under the control of the corporation; and also with respect to all the other charges whatever which are under the control of and payable to the corporation of the Trinity-house. And I am therefore directed to acquaint you, in reference to this proviso, that either by treaty, or by the voluntary act of their respective governments, British vessels are admitted on the same terms as national vessels in the ports of the following states; viz. Portugal, Brazil, United States of America, the kingdom of the Netherlands, Hanover, Sweden, and Norway; and that consequently the vessels of those countries are to be considered as coming within the terms of the above proviso.

I am, Sir, &c. &c.

(signed)

Thomas Lack.

Appendix, (B.)

Correspondence
between the Trinity
House and Board
of Trade.

N° 10.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 7th December 1822.

I HAVE the honour to acknowledge the receipt of your letter of the 29th ultimo, transmitting, for the information and guidance of this corporation, the copy of an order of His Majesty in Council, signifying his royal assent to and confirmation of the reduced rates for certain lights therein named, which have been proposed by this corporation:

And having laid the same before the general court held on the 5th instant, am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that directions have been given for causing the new rates of duties, together with all other regulations thereby established, to take effect on and from the 1st January next.

I have the honour to be, &c. &c.

(signed)

James Court, Secy.

N° 11.—Thomas Lack, esq. to James Court, esq.

Office of Committee of Privy Council for Trade, Whitehall,
12th December 1822.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th instant, signifying the intention of the corporation of Trinity-house to carry into effect the proposed new rates of light-duties, &c. from the 1st January next; and I am at the same time to request that you will submit to the corporation the propriety of their publishing the proposed regulations in the Gazette, or in any other mode that may appear to them to be best calculated to give publicity to them.

I am, Sir, &c. &c.

(signed)

Thomas Lack.

N° 12.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 20th December 1822.

I HAVE to acknowledge the receipt of your letter of the 12th instant, in reply to mine of the 7th, and submitting, by direction of the Lords of the Committee of Privy Council for Trade, the propriety of publishing the proposed regulation on the subject of the new rates of light-duties in the Gazette, or in any other mode that may appear best calculated to give them publicity; and having laid the same before the elder brethren, I am to acquaint you, for their Lordships information, that directions have been given for their publication in the London Gazette of Saturday and Tuesday next, and in the Public Ledger newspaper.

I have the honour to be, &c. &c.

(signed)

James Court, Secy.

N° 13.—Thomas Lack, esq. to James Court, esq.

Office of Committee of Privy Council for Trade, Whitehall,
11th March 1823.

Sir,

THE Lords of the Committee of Privy Council for Trade having received a letter from the Russian consul-general, wherein he states that British ships pay no more port-charges or tonnage duties, or light-duties, in the ports of Russia than Russian vessels, with the exception of a trifling local charge in the port of Revel, which there is reason to expect will be speedily altered, I am directed to transmit to you a copy thereof, for the information of the corporation of Trinity-house; and in order that they may give the necessary directions for placing Russian vessels on the same footing as British vessels, in respect of the light-duties and other charges which are under the management of the corporation.

I am, &c. &c.

(signed)

Thomas Lack.

N° 14.—Enclosure referred to in N° 13.

A. de Dubatchefsky, Consul-general, to Thomas Lack, Esq.

Sir,

Russian Consulate, 29, Great Winchester-street, 7th March 1823.

IN consequence of the Report of the Committee of the House of Commons on Foreign Trade, in respect of the light-duties, harbour-duties, and other charges, on shipping of foreign states, and the measures which have been pursued thereon, I beg to report to you, for the information of the Lords of His Majesty's Privy Council for Trade, that British ships pay no more port-charges or tonnage-duties, or light-duties, in the ports of Russia, than Russian vessels, with the exception of some trifling local charges in the port of Revel, which I trust will also be shortly equalized, in consequence of a representation made by me to my government upon the subject. You will however please to observe, that Revel is a port at which ships seldom or ever load, and merely is used as a port of shelter. I have therefore to beg, that you will please to move their Lordships to give the necessary directions to the Trinity-house, Dover, and Ramsgate harbours, so that Russian ships may, in respect to those charges, be placed upon the same footing with British ships.

I have the honour to be, &c. &c.

(signed)

A. de Dubatchefsky, Consul-general.

N^o 15.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 19th March 1823.

Appendix, (B.)

I HAVE to acknowledge the receipt of your letter of the 11th instant, transmitting, by direction of the Lords of the Committee of Privy Council for Trade, the copy of a letter from the Russian consul-general, wherein he states that British ships pay no more port-charges or tonnage-duties, or light-duties, in the ports of Russia, than Russian vessels, with the exception of a trifling local charge in the port of Revel, which there is reason to expect will be speedily altered; and having laid the same before the elder brethren, I have it in command to acquaint you, for their Lordships information, that directions will be forthwith issued for placing Russian vessels on the same footing as British vessels, in respect of the light and other duties payable to this corporation; and that the alteration will take effect on and from the 1st April next.

Correspondence
between the Trinity
House and Board
of Trade.

I have the honour to be, &c. &c.

(signed)

James Court, Sec^y.N^o 16.—Thomas Lack, esq. to James Court, esq.

Office of Committee of Privy Council for Trade, Whitehall,

Sir,

31st March 1823.

THE Lords of the Committee of Privy Council for Trade having received a communication from James Colquhoun, esq. diplomatic agent and consul-general for the city of Hamburgh, by which it appears that British vessels are subject to no higher port or other charges in ports of Hamburgh than national vessels, I am directed by their Lordships to notify the same to you, for the information of the corporation of Trinity-house, and in order that they may give the necessary directions for placing Hamburgh vessels in the ports of this kingdom on the same footing as British vessels, in respect of light-dues and all port-charges, or other charges, which may be under the control of that corporation.

I am, Sir, &c. &c.

(signed)

Thomas Lack.

N^o 17.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 11th April 1823.

I HAVE to acknowledge the receipt of your letter of the 31st ult. communicating, by direction of the Lords of the Committee of Privy Council for Trade, a letter received by their Lordships from James Colquhoun, esq. diplomatic agent and consul-general for the city of Hamburgh; by which it appears that British vessels are subject to no higher port or other charges in the ports of Hamburgh than national vessels; and having laid the same before the elder brethren, I have it in command to acquaint you, for their Lordships information, that directions will be forthwith issued for placing Hamburgh vessels on the same footing as British vessels, in respect of the lights and other duties payable to this corporation; and that the alteration will take effect on and from the 1st May next.

I have the honour to be, &c. &c.

(signed)

James Court, Sec^y.N^o 18.—Thomas Lack, esq. to James Court, esq.

Office of Committee of Privy Council for Trade, Whitehall,

Sir,

6th May 1823.

THE Lords of the Committee of Privy Council for Trade having received a communication from James Colquhoun, esq. diplomatic agent for the Hans Towns, by which it appears that British vessels are subject to no higher port or other charges in the ports of Bremen and Lubeck than national vessels, I am directed by their Lordships to notify the same to you, for the information of the corporation of Trinity-house, and in order that they may give the necessary directions for placing Bremen and Lubeck vessels in the ports of this kingdom on the same footing as British vessels, in respect of light-dues and all port-charges, or other charges, which may be under the control of that corporation.

I am, &c. &c.

(signed)

Thomas Lack.

N^o 19.—James Court, esq. to Thomas Lack, esq.

Sir,

Trinity-house, London, 16th May 1823.

I HAVE to acknowledge the receipt of your letter of the 6th instant, communicating, by direction of the Lords of the Committee of Privy Council for Trade, a letter received by their Lordships from James Colquhoun, esq. diplomatic agent for the Hans Towns, by which it appears that British vessels are subject to no higher port or other charges in the ports of Bremen and Lubeck than national vessels; and having laid the same before the elder brethren, I have it in command to acquaint you, for their Lordships information, that directions will be forthwith issued for placing Bremen and Lubeck vessels on the same footing as British vessels, in respect of the light and other duties payable to this corporation, and that the alteration will take effect on and from the 1st of June next.

I have the honour to be, &c. &c.

(signed)

James Court, Sec^y.

Appendix, (C.)

Reduced Commis-
sions allowed to
the Collectors of
Lights, &c.

Appendix (C).

RETURN showing the instances in which the Commissions allowed to the Collectors of Lights, &c. have been reduced.

PORT.	Former Rate of Commission.	Reduced Rate of Commission.	PORT.	Former Rate of Commission.	Reduced Rate of Commission.
	In the pound.	In the pound.		In the pound.	In the pound.
Arundel - - -	4/	3/	London, over-sea -	1/6	1/
Berwick - - -	3/4	2/6	coaswise -	1/6	1/
Bideford - - -	4/	3/	Leith - - -	4/	2/6
Boston - - -	4/	2/6	Llanelly - - -	4/	2/
Bristol - - -	3/	2/	Lynn - - -	4/	2/6
Cardiff - - -	4/	2/	Maldon - - -	4/	2/6
Chester - - -	4/	2/6	Newcastle - - -	1/6	1/
Colchester - - -	4/	3/	Newport - - -	4/	2/
Cowes - - -	4/	2/	Pembroke - - -	4/	3/
Dartmouth - - -	4/	2/6	Penzance - - -	4/	2/6
Deal - - -	4/	3/	Plymouth - - -	4/	2/
Dover - - -	4/	2/6	Portsmouth - - -	4/	2/
Exeter - - -	3/	2/6	Ramsgate - - -	4/	3/
Faversham - - -	4/	3/	Rochester - - -	4/	2/
Falmouth - - -	4/	2/	Rye - - -	4/	3/
Fowey - - -	4/	3/	St. Ives - - -	4/	3/
Glasgow - - -	4/	2/	Southampton - - -	4/	2/6
Harwich - - -	4/	2/6	Sunderland - - -	2/6	1/6
Holyhead - - -	4/	3/	Swansea - - -	4/	2/6
Hull - - -	3/	1/6	Truro - - -	4/	2/6
Ipswich - - -	4/	2/	Weymouth - - -	4/	3/
			Whitehaven - - -	4/	2/
			Yarmouth - - -	4/	2/

The commission of 2s. in the pound formerly allowed to the collectors of the out-ports on the receipt of surplus pilotage rates has been reduced to 1 s. in the pound, which is now the uniform rate on that collection.

Trinity-house, London, }
26th June 1823. }

J. Herbert,
in the Secretary's absence.

Appendix, (D. 1.)

Appendix, (D. 1.)

Actions brought by
Pilots of the Cinque
Ports.

ACTIONS brought by Pilots of the Cinque Ports for Penalties incurred by Masters of Ships for two Years, from June 1, 1821, to June 1, 1823.

William Hanton, of the brig Clotus, of Liver-
pool, for refusing to employ a pilot out of the
Dovor cutter, off Dungeness, on the 16th Au-
gust 1821. Penalty, £. 45 3s. 6d.

Churchward, of the Mariner, of Brixham,
for refusing to employ a pilot off Margate, on
the 29th August 1821, and piloting his vessel to
Gravesend.
Penalty not exceeding £. 50, nor less than £. 20.

Holt, of the brig Progress, of North Yar-
mouth, for refusing to employ James Shuttle,
off Dover, on the 30th October 1821, falsely
asserting the ship was bound to Hull.
Penalty, £. 42 3s.

James Innocent Essex, of the brig Ann, of
London, for refusing to employ Werter Clark,
off Dungeness, on the 30th August 1822.
Penalty, £. 36.

John Boland, of the brig Archimedes, for
discharging Williams Anthony White in Stand-
gate Creek, supposed to be defended at the
instance of the Trinity-house pilots.

Robert Graham, of the brig Ocean, for re-
fusing to employ a pilot off Dungeness, on the
25th April 1823.

June 3, 1823.

Proceedings stayed, having acted
from ignorance of the law. The captain
not put to any expense.

Compromised by payment of £. 7 7s.

Compromised by receiving - £. 5 5s.

Compromised by receiving - £. 5.

Tried at Maidstone at the spring
assizes 1803, and made a special case.

Proceedings discontinued on the repre-
sentation of the owners, free of expense.

Tho. Pain, Registrar.

Appendix, (D. 2.)

Appendix, (D. 2.)

LIST of Pilots of the Cinque Ports, licensed to pilot Ships and Vessels over the Flats, round the Lond Sand Head, and up the Rivers of Thames and Medway, and into Ramsgate, Dover, Sandwich, and Margate Harbours; and also upon the Coasts of Flanders and Holland:—June 1st 1823.

List of Pilots of the Cinque Ports.

DOVOR PILOTS:

NAMES.	Date of Admission.	Age.	NAMES.	Date of Admission.	Age.
UPPER BOOK:			LOWER BOOK:		
Thomas Earl -	Oct. 12, 1780	66	Edward Bowles (1) -	Oct. 22, 1808	46
John Kate -	July 2, 1789	64	Edward Bowles (2) -		50
Wm. Nepuen Smithett	sick.	58	Samuel Freemoult -		36
Daniel Peake -	July 3, 1794	56	Isaac Watson -		40
John Jell -	April 9, 1795	67	Samuel Norwood -	Sept. 28, 1811	40
Robert Griggs -		52	John Benjamin Post -		43
Luke Smithett -		57	Anthony Bowles -		43
James Mackie -		60	Henry Griggs -		34
George Blake -	Apr. 10, 1798	62	Thomas Mackie, jun. -	Aug. 17, 1812	34
William Popkiss -		47	William Barber -		35
John Baker -	July 18, 1798	50	William Brett -		46
Richard Evans -		55	Charles Gravenor -		38
Hen. Barrett Thornton	Apr. 15, 1800	49	Wm. Read Holmes -	Oct. 11, 1813	39
Henry Jell -		46	William Marsh -		36
Thomas Mackie -	July 27, 1801	56	Henry Pilcher -		34
Isaac Norris -	Oct. 27, 1801	49	Joseph Knocker -	Dec. 8, 1815	38
John Child -	Sept. 9, 1803	54	James Johnson -		37
John Knocker -	Sept. 27, 1804	49	Henry Barber -		33
Matthew Randall -		54	Daniel Peake, jun. -	Sept. 22, 1817	32
Hugh Sclater -	Oct. 7, 1805	46	Williams Anth ^y White -		37
James Shuttle -		54	Richard Mowll -		31
Charles Griggs -	Oct. 12, 1807	38	William Waters -	Oct. 14, 1818	38
Jn ^o Thomson Popkiss -		40	John Philpott -		38
Henry Pascall -	Jan. 2, 1808	45	Robert Moon -		39
Robert Hammond -		37	Werter Clark -	July 14, 1820	30
William Smithett -		40	William Griggs -		28
George Roseden -	Oct. 22, 1808	48	William Strains -		34
John Iron -		47	Wm. Johnson Mowle -	Oct. 30, 1822	36
Richard Keys -		36	Thos. Kenton Archer -		36
James Wood -		38	Thomas Pritchard -		32
James Bowles -		39	Edward Bayley -		33
James Morphew -		45			

DEAL PILOTS:

UPPER BOOK:			UPPER BOOK—continued.		
William Husband -	Aug. 6, 1782	63	John Underdown -	Apr. 9, 1801	52
Robert Norris -	Apr. 10, 1787	61	John Watson -	July 27, 1801	45
George Johnson -		57	Stephen Norris -	Sept. 9, 1803	44
William Carder -	July 4, 1788	64	Thomas Thompson -	Dec. 3, 1803	45
James Taylor -	Oct. 16, 1788	58	Thomas Erridge -	Sept. 27, 1804	44
Thomas Bailey -	July 2, 1789	57	Edward Read -		45
George Clendon -	July 14, 1790	61	John Blake -	Oct. 7, 1805	56
Jeremiah Mowle -	Apr. 7, 1791	60	Andrew Hill -	Oct. 12, 1807	49
Richard Hartley -		64	John Spencer -		56
George Pigg -	July 3, 1794	59	William Hadlow -	Jan. 2, 1808	45
William Norris -	Oct. 9, 1794	58	John Russell -		43
Robert Gravenor -	Mar. 29, 1796	57	Robert Sherlock -	suspended.	36
Thomas Lamb Wood -	Oct. 25, 1796	53	Henry Blown -	Oct. 22, 1808	43
John Canney -	July 18, 1797	60	Richard Gillman -		44
Thomas Walker -	July 18, 1798	56	Joh ^y Finnis -		38
John Lamb -	Oct. 25, 1798	50			
John Rogers -	Apr. 15, 1800	55			

Appendix, (D. 2.)

List of Pilots of the
Cinque Ports.

NAMES.	Date of Admission.	Age.	NAMES.	Date of Admission.	Age.
LOWER BOOK:			LOWER BOOK—continued.		
Richard Tomlin -	Oct. 22, 1808	48	Wm. Popkiss Myhill -	Oct. 11, 1813	35
Richard Canney -		48	Sam. Ridman Lucas -		37
William Sarjeant -		52	William Haynes -		44
Thomas Obree -		39	Charles Millen -		32
John Jenkins -		48	John Gibbs -		40
William Blown -		46	Richard Russell -		32
John Bell -		43	Stephen Neame -	Dec. 8, 1815	41
Edward Tavenor -		42	Stephen Collard -	Sept. 22, 1817	40
John Marks -		47	Wm. Burvill Mackie -		29
Daniel Dane -		51	Wm. Bentick Jones -	Oct. 14, 1818	32
Richard Mowll -	Sept. 28, 1811	39	John Bullock Gravener -	Oct. 30, 1822	27
Rob. Sanders Russell -		36	George Wilkinson -		33
William Gosley -		40	James Barber -		27
William Goymer -	Aug. 17, 1812	39	Bennett Paull -		34
James Gillman -		36			

ISLE OF THANET PILOTS:

RAMSGATE:			MARGATE:		
Richard Sackett -	Oct. 11, 1813	39	Jn ^o Borman Reynolds -	Sept. 27, 1804	45
Hen. Austin White, sick -		38	James Gibbs -	Oct. 7, 1805	49
John Davison -		33	Edmund Gibbs -		53
William White -	Dec. 8, 1815	37	Henry Darby -	Sept. 28, 1811	39
Mark Holton -		31	John Swinard -	Dec. 8, 1815	42
Thos. Aylesbury -	July 14, 1820	27	John Pain -	July 14, 1820	31

Appendix, (D. 3.)

COMPLAINTS of Owners and Masters of Ships against Cinque Ports Pilots, between the
1st of June 1821, and the 1st of June 1823.

Appendix, (D. 3.)

Complaints of the
Owners & Masters
of Ships against the
Cinque Ports Pilots.

Complaint of Mr. Joel Ray, of London, ship-broker, against Thomas Mackie, jun. for having received 23s. for piloting the Waterloo from Gravesend to London in May 1822, more than he was authorized to receive.

Complaint of Mr. Gray, of Lower Thames-street, that the brig Coventry, Thomas Horn, master, drove on shore at the Lower end of the Hope, 18th July 1822, while in charge of Isaac Norris.

Complaint of David Luckie, of the brig Brutus, of London, that Matthew Randall was intoxicated in December 1821, while in charge of that ship.

Complaint of Mr. Thomas Ward, that Thomas Aylesbury took the brig Zephyr, J. M. Harrison, master, unnecessarily to Flushing, on the 7th October 1822, and received £.36 for his services.

Complaint of Captain Lamb, of the Palmira, against Isaac Watson, for neglect of duty, and drunkenness, 24th November 1822.

Complaint of Mr. Thomas Sturge, jun. against Robert Sherlock, for occasioning the loss of the Anthony Sterry, Bews, master, on the 21st April 1823.

June 3, 1823.

Suspended for two months by the court of Loadmanage, holden the 22d October following.

Investigated; when it appeared that the accident was not occasioned by the want of skill, or by negligence of the pilot, who was therefore acquitted.

Investigated; and the pilot producing evidence of indifferent witnesses to establish his innocence, he was acquitted.

Investigated; and it appeared that the pilot acted prudently in going to Flushing for shelter in a gale of wind in the damaged state of the vessel, and that the £.36 was awarded him by referees, summoned by the British consul.

The pilot is suspended until the complaint can be fully investigated at the ensuing court of Loadmanage.

The pilot is suspended until the complaint can be fully investigated at the next court of Loadmanage.

Tho. Pain, Registrar.

Appendix, (E.)

SUPERANNUATED PILOTS.

DOVOR:				DEAL:			
			Age.				Age.
Henry Pascall.				Abraham Shrewsbury.			
John Fagg.				Robert Campbell.			
Joseph Knocker	-	-	82	John Doorn Walker	-	-	68
Edward Sherlock	-	-	80	Richard Ladd Canney	-	-	71
John Rutlish	-	-	77	James Tomlins	-	-	72
Stephen Saxty	-	-	71	MARGATE;			
William Sherlock	-	-	74	Edward White	-	-	77

December 31, 1822.

Balance	-	-	-	£. 296	17	11	Disbursements	-	-	-	£. 641	16	5
Receipts	-	-	-	632	6	5	Balance	-	-	-	287	7	11
				£. 929	4	4					£. 929	4	4

STOCK: £. 5,145 new £. 4 p. cent—£. 300 three p' cent. consols.

Appendix, (E.)

List of Superannuated Pilots.

Appendix, (F.)

DOVOR HARBOUR: At a Session of the Honourable Warden and Assistants of the Harbour of Dovor, holden the 11th day of November 1822.

At which Session, were present;

The Right honourable the Earl of Liverpool, Lord Warden of the Cinque Ports;
The Worshipful John Jeken, esquire, Mayor of Dovor; Sir Henry Oxenden, baronet;
William Deedes, esquire; Thomas Papillon, esquire; John Plumptre, esquire;
William Osmond Hammond, esquire.

THE registrar having reported to this Board, that in pursuance of the order made at the last harbour-sessions, he hath applied to and obtained the consent in writing of the persons entitled to five sixths of the monies borrowed, and due and owing upon the credit of the tonnage rates or duties, to diminish the said rates or duties in the manner set forth in the said order; wherefore, in conformity to such order, and in pursuance and exercise of the authority contained in an Act of Parliament, made and passed in the forty-seventh year of the reign of his late Majesty King George the Third, intituled, "An Act for enlarging the town and altering the powers of several Acts for the maintenance and repair of the harbour of Dovor, in the county of Kent;" whereby the warden of Dovor harbour, or his lieutenant, together with the major part of the other assistants of the said harbour, are authorized to diminish the rates or duties thereby imposed, It is resolved and ordered, by the said warden and assistants, that from and after the 6th day of April next, the rates or duties charged and imposed by the said Act upon ships, vessels or crayers, passing from, to or by Dovor, shall be lessened or reduced to one half the amount of the rates and duties specified in the said Act, *videlicet*, to one penny halfpenny per ton on all such ships, vessels or crayers, of the burthen of twenty tons or more, and not exceeding the burthen or three hundred tons (except ships in ballast, or vessels laden with coals, culm, grindstone or Purbeck, or Portland stone,) and upon every chaldron of coals or culm, ton of grindstone, Purbeck or Portland stone, on board of every such ship, vessel or crayer, passing from, to or by Dovor, to three farthings; provided that nothing contained in this order shall extend or be construed to extend to vary or diminish the rates or duties by the said Act imposed upon any vessel, ship or crayer, which shall enter the harbour of Dovor, or upon any coals or culm, or grindstone, Purbeck or Portland stone, which shall be brought in to Dovor harbour, and there landed or delivered.

Appendix, (F.)

Reductions made in Charges on Shipping.

Appendix, (G.)

RESOLUTIONS relating to the Royal Harbour of Ramsgate.

Appendix, (G.)

Royal Harbour of Ramsgate Office, Austin Friars,
London, 2d June 1823.

Resolutions relating to the Royal Harbour of Ramsgate.

Sir,
I AM directed by the Trustees of Ramsgate Harbour, in obedience to the order of the Select Committee of the House of Commons on Foreign Trade, to forward to you the enclosed copy of a resolution passed at a general meeting of Trustees on the 4th December 1822,

Appendix, (G.)
Resolutions relating to the Royal Harbour of Ramsgate.

by which it will appear that the rates and duties heretofore existing and payable under several Acts of parliament have been by the authority of the same Acts varied and reduced as follows; viz.

- On British vessels under 300 tons, from 3 d. to 2 d. per ton.
- On foreign vessels under 300 tons, whose governments admit British vessels upon the same terms as native ones, respecting port-charges, from 6 d. to 2 d. per ton.
- On British vessels above 300 tons, from 1 d. to ½ d. per ton.
- On foreign vessels above 300 tons, from 4 d. to ½ d. per ton.
- On coals from 1 ½ d. to 1 d. per chaldron.
- On Stone from 1 ½ d. to 1 d. per ton.

I have the honour to be, Sir, your most obedient humble servant,
To the right hon. Thos. Wallace, John Kirkpatrick, Sec^y.
&c. &c. &c.

Royal Harbour of Ramsgate, London, 4th December 1822.

AT a general meeting of the Trustees for carrying into execution the several Acts of parliament respectively made in the 32d, 37th and 55th years of the reign of his late Majesty George the 3d, relating to the Harbour of Ramsgate, held this day, in pursuance of a notice in the London Gazette, dated the 16th November now last past, for the purpose of taking into consideration the expediency of altering and varying the several rates or duties directed and authorized to be raised and levied by the said several Acts of parliament, in respect to every ship, vessel or crayer, British as well as foreign, whether the same be laden or in ballast, passing to or by Ramsgate, whether on the East or West side of the Goodwin Sands, or otherwise passing to or by the said harbour of Ramsgate, at which meeting fifteen or more of the said Trustees were present; and the report from the Select Committee of the House of Commons on the Foreign trade of the country, made on the 23d July last, having, so far as the same relates to the Royal Harbour of Ramsgate, been read and taken into due consideration; and it having been fully considered how far the suggestion of the said Committee, with respect to the said harbour, can with due regard to the safety and maintenance of the said harbour in a proper state and condition; and with regard also to the provisions of the several Acts of Parliament above referred to, be complied with;

It was resolved unanimously,

That the several rates and duties now existing and payable under or by virtue of the said Acts of Parliament of the 32d and 55th years of the reign of his late Majesty George the 3d, shall be varied and altered; and that the following rates and duties shall be imposed and be payable by virtue of the said Acts (that is to say) two pence per ton to be paid by the master or owners for every ship, vessel or crayer, British as well as foreign, of the burthen of 20 tons, or upwards, and not exceeding the burthen of 300 tons; and for every ship, vessel or crayer, British as well as foreign, which shall exceed the burthen of 300 tons, a rate or duty of one halfpenny for each ton of such ship, vessel or crayer (except ships laden with coals, grindstones, Purbeck, Portland or other stones); and for every chaldron of coals, or ton of grindstones, Purbeck, Portland or other stones, the rate of one penny; and that the said rates and duties shall be paid to the same persons, and in like manner, as the duties heretofore existing and payable under the same Acts of Parliament.

That the above resolutions take effect; and that the said rates and duties be diminished accordingly; and the reduced rates and duties be paid and payable, as to all British vessels, from and after the 1st January 1823; and as to all foreign vessels from and after the same day, or as soon after the said 1st January 1823, as the countries or nations to which such foreign vessels shall belong shall admit British vessels into their ports upon the same terms, with respect to port and harbour-dues and rates, as their own vessels.

(signed) John Kirkpatrick, Sec^y.

Appendix (H).

Appendix, (H.)
Report of Supervisors on reduction of the Ballastage Establishment.

RETURN, with Copy of the Report of the Supervisors on the reduction of the Ballastage Establishment, 24th June 1823.

THE supervisors of the ballast-office, agreeably to the resolution of the special committee of the 10th of September 1822, "That they should examine into the existing salaries and emoluments of the several officers and servants on that establishment. The number of lighters, and men employed, and the various branches of expenditure immediately connected therewith, and to report the result of their investigation, together with their opinion whether any, and if any, what means can be adopted for lessening the expenditure of the ballast department without detriment to the public service," do submit the following documents and report thereon.

(1.) The salaries and emoluments for the year 1821, of

	£.	s.	d.
Mr. Robertson, 1st clerk - - - - -	585	5	-
Mr. E. Smith, 2d - - d ^o - - - - -	283	10	-
Mr. H. Gunston, 3d d ^o - - - - -	186	15	-

(2.) The

- (2.) The salaries and emoluments of the three quarters, ending at Michaelmas, up to Christmas 1822:

	£.	s.	d.
Mr. Robertson - - - - -	568	2	6
Mr. Smith - - - - -	272	1	8
Mr. Gunston - - - - -	181	-	10

Appendix, (H.)

Report of Supervisors on reduction of the Ballastage Establishment.

- (3.) The salaries and emoluments in the year 1821, of

William Honeyman, 1st ruler - - - - -	253	13	-
David Honeyman, 2d - - d° - - - - -	283	13	-
William Ritchie, 3d - - - d° - - - - -	175	7	-
John Moss, 1st assistant - - - - -	101	-	-
John Horsham, 2d d° - - - - -	91	-	-
John Scarborough, 3d d° - - - - -	91	-	-
Robert Henderson, 1st waterman - - - - -	55	-	-
William Paul, 2d - - - d° - - - - -	45	-	-
William Lowry - - - - - d° - - - - -	50	-	-
Richard Gibbs, surveyor - - - - -	86	5	-

- (4.) The salary and emoluments of Thomas T. Stag, supervisor's Waterman - - - - -

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- (5.) The appropriation or division by the ballast-men, of 8d. per ton, for raising ballast.

- (6.) The number of lighters, and men employed.

- (7.) And the various branches of expenditure connected therewith in the year 1821.

- (8.) The number of the lighters and the entire earnings of the respective crews in the year 1792, at the rate then paid, of 6d. per ton.

- (9.) Comparative statements of the earnings of the ballast-men in the years 1792, at 6d. per ton; and in 1821 at 8d. per ton.

- (10.) Cost of the materials which are supplied by the staffs-men in the years 1799. 1805. 1809. 1811. 1821 and 1822; with the allowance made to them in those years respectively.

- (1.) & (2.) The salaries of Mr. Robertson, 1st clerk and cashier;

D° - - - - - Mr. Smith, 2d d°.

D° - - - - - Mr. Gunston, 3d d°.

being the first in the order of consideration, we beg leave to observe, that considering the absolute necessity of having persons of respectability, character, and integrity, who will devote their lives to the service of the corporation, and whose future prospects will probably be limited to that of first clerk in this department, we do not think the respective emoluments of each individual are more than a bare remuneration for the services performed, as they are entirely precluded from following any other occupation to increase their income; and we cannot avoid noticing, in justice to those gentlemen's great assiduity and attention, the praiseworthy manner in which their respective duties to the public and to the corporation are performed; and which, so far as the former are concerned, we have every reason to believe is spoken of by all the various characters who have occasion to transact business with this office, as being at all times found, not merely irreproachable, but deserving of high commendation. But there is one item which we must recommend the immediate abolition of, that is, the receipt of douceurs, or allowances on the payment of bills to tradesmen, whether offered in the shape of money or presents. The practice from long use has, perhaps, been looked upon as sanctioned by custom; and that is the only excuse that can be stated by those who have in any way benefited by it. The origin has no doubt taken place with the tradesmen themselves, and upon them ought to fall the reprobation; all tradesmen should know that they would not continue to be employed if any present or douceur be offered to any clerk or person employed under the corporation.

(6.) (7.) (8.) (9.) are submitted in this form in order to bring under a correct view the reduction, if possible, of the price paid for raising ballast; and this leads us to consider the cause which led to an increase from 6d. per ton, which had been paid in the year 1733, and so continued until the year 1797. In the year 1794, the ballast-men petitioned for an increase of 3d. per ton, on account of their being obliged to go as far as the Galleons, near nine miles from the Pool, to load their lighters, which takes them about twelve hours instead of seven; that the prices of all the necessaries of life, and rents and taxes, are nearly double what they were in the year 1733, &c. &c. (see the court minute of the 3d April 1794). From the report then made, it appears that the earnings had risen during the whole of the term; that is from 1734, the time when the Act of 1733 took effect, to 1793 from 32l. to 62l. 10s.; and that some of them had earned 85l. per man; and the court finally refused to increase the rate; but on the 8th of April the men gave notice to quit the employ on the 1st of June, but they at last consented to work for the established wages. On the 9th of March 1797, the ballast-men again made application, and an allowance of 16s. per week was offered to be made to each lighter, which the men refused, but afterwards accepted; and on the 1st of May 1800, 1d. per ton in addition to the 16s. per week was granted; and on the 5th of June 1800, the 16s. per week was ordered to be discontinued, and 1d. more in addition was granted, making the pay 8d.; at which rate it has ever since continued.

Appendix, (H.)
Report of Super-
visors on reduction
of the Ballastage
Establishment.

On the 6th Sept. 1810, the court granted the present bounties, which in 1821 amounted, as per account, to 101*l.* 17*s.* being 87*l.* 3*s.*; quarterly bounty to the staffs-men, and 14*l.* 14*s.* to the crews of the four lighters who have raised the greatest quantity of ballast within the year. From these documents then it appears that in the year 1792 the highest sum earned by any of the ballast-men was 76*l.* 11*s.* 6*d.* being to the crew of N^o 18, which had raised within the year 13,405 tons; and in the year 1821, the highest sum paid was to the staffs-men of N^o 13, who earned 98*l.* 1*s.* 7½*d.*; and the crew 89*l.* 13*s.* 7½*d.* each; N^o 13, having raised 12,995 tons.

A reference to the papers, marked (6.) (7.) (8.) & (9.) will show that the average payments to the ballast-men, who worked all the year 1792, was 46*l.* 1*s.* 7*d.* each; and the same average taken in the year 1821, was 64*l.* 14*s.* 11*d.* That the average number of tons raised by each lighter, which worked the whole year 1792, was 9,030 tons nearly; and for the year 1821, 9,206 tons, making an increase on the average of 186 tons to each lighter per annum. We have thought proper to put the case in this shape to show the bearing upon the question of reduction or abolition of the bounty, which, as affording a stimulus to exertion, may in fact be a saving to the corporation, by causing a fewer number of lighters to do the required work; and we are of opinion that it has this effect, and consequently recommend it to be continued.

Upon the whole view of the price paid to men for raising ballast, and considering the great labour, the necessity of support required to sustain it under the vicissitude of weather, and severe privations they undergo, the few years the powers of the strongest constitution can bear it, as very few reach fifty years of age who begin the work when young, and their liability to loss of stores, we feel ourselves bound, on every principle of humanity and justice, to recommend the continuance of the payment of the present price of 8*d.* per ton, and that no diminution should be made in the present pay and bounties.

Paper 10, showing the prices paid by the corporation for such materials, for maintaining and supplying which the staffs-men have been made an allowance since the year 1799, and which was originally granted on the condition that it was to be regulated by the price of such materials, we recommend, that as the allowance made in the year 1805 was 5*l.* 5*s.* when the articles cost 15*l.* 4*s.* 3*d.* exclusive of a cork fender, and as the price paid by the corporation for fitting the last new lighter with those articles was 14*l.* 17*s.* 6*d.* that a reduction of 1*l.* 6*s.* per quarter should be made from the 1st of October last, the men having already had notice at the beginning of the current quarter that a reduction would take place from that period; the allowance to be made, if the court approve the same, will therefore be 5*l.* from October the 1st instead of 6*l.* 6*s.* per quarter each lighter, as heretofore; making a saving of 182*l.* per annum.

They further submit to the consideration of the committee that a trial should be made of chain cables upon one or two of the lighters which have the best staffsmen, in order to try if they can be substituted with advantage instead of hemp. We find that an attempt of this kind was made some years since, but Mr. Honeyman reports that it failed, from the chains being too heavy; we think a chain not larger than the engine-chain might answer the purpose.

We have caused a letter to be written to Messrs. Olivers, stating, that we expect a considerable reduction in the articles of iron supplied by them, and have requested they will furnish us with the lowest prices at which they will supply this department.

We have further to report, that in the charges for weighing lighters for tonnage, or for weighing when sunk, we are of opinion that they are, upon the whole, fair and reasonable; and we find no reason to recommend any alteration therein.

Trinity-house, London,
6th December 1822.

(signed)

Isaac Robinson,
George Gooch,
Joseph Dowson.

(A true copy.)

Trinity-house,
27th June 1823.

J. Herbert,
In the Secretary's absence.

Appendix, (H.)
Enclosure, N^o 1.

(1.)—A STATEMENT of the Salaries, Allowances and Emoluments of the Clerks of the Ballast-Office, in the Year 1821.

	First Clerk.	£.	s.	d.	£.	s.	d.
Salary	- - - - -	340	-	-			
Gratuity	- - - - -	100	-	-			
Allowance for house-rent	- - - - -	70	-	-			
Emoluments:					510	-	-
A half share of the amount arising from entries of foreign ships	- - - - -	25	-	-			
Ditto, from British ships entered on holidays	- - - - -	20	5	-			
Ditto, from licences granted to the owners of sand-barges	- - - - -	5	-	-			
Compliment on the payment of tradesmens bills	- - - - -	25	-	-			
					75	5	-
					585	5	-

H. Robertson.

£.

Appendix, (H.)

Enclosure, N^o 1.
continued.

Second Clerk.										£.	s.	d.	£.	s.	d.
Salary	-	-	-	-	-	-	-	-	-	220	-	-			
Gratuity	-	-	-	-	-	-	-	-	-	30	-	-			
Emoluments:													250	-	-
One third of the amount arising from entries of foreign ships										16	13	4			
Ditto, from British ships entered on holidays										13	10	-			
Ditto, from sand-barge licences										3	6	8			
													33	10	-
<i>Edw. Smith.</i>													283	10	-
Third Clerk.										£.	s.	d.	£.	s.	d.
Salary	-	-	-	-	-	-	-	-	-	130	-	-			
Gratuity	-	-	-	-	-	-	-	-	-	40	-	-			
Emoluments:													170	-	-
One sixth of the amount arising from entries of foreign ships										8	6	8			
Ditto, from British ships entered on holidays										6	15	-			
Ditto, from sand-barge licences										1	13	4			
													16	15	-
<i>H. Gunston.</i>										£.			186	15	-

(2.)—A STATEMENT of the existing Salaries, Allowances and Emoluments of the Clerks of the Ballast Office for the year 1822, calculated upon an average of the Three Quarters ending at Michaelmas.

Appendix, (H.)

Enclosure, N^o 2.

First Clerk.										£.	s.	d.	£.	s.	d.
Salary	-	-	-	-	-	-	-	-	-	340	-	-			
Gratuity	-	-	-	-	-	-	-	-	-	100	-	-			
Allowance for house-rent	-	-	-	-	-	-	-	-	-	70	-	-			
Emoluments:													510	-	-
A half share of the amount arising from entries of foreign ships										8	-	-			
Ditto, from British ships entered on holidays										20	-	-			
Ditto, from licences granted to the owners of sand-barges										5	2	6			
Compliment on the payment of tradesmens bills										25	-	-			
													58	2	6
<i>H. Robertson.</i>										£.			568	2	6
Second Clerk.										£.	s.	d.	£.	s.	d.
Salary	-	-	-	-	-	-	-	-	-	220	-	-			
Gratuity	-	-	-	-	-	-	-	-	-	30	-	-			
Emoluments:													250	-	-
One third of the amount arising from entries of foreign ships										5	6	8			
Ditto, from British ships entered on holidays										13	6	8			
Ditto, from sand-barge licences										3	8	4			
													22	1	8
<i>Edw^d Smith.</i>										£.			272	1	8
Third Clerk.										£.	s.	d.	£.	s.	d.
Salary	-	-	-	-	-	-	-	-	-	130	-	-			
Gratuity	-	-	-	-	-	-	-	-	-	40	-	-			
Emoluments:													170	-	-
One sixth of the amount arising from entries of foreign ships										2	13	4			
Ditto, from British ships entered on holidays										6	13	4			
Ditto, from sand-barge licences										1	14	2			
													11	-	10
<i>H^y Gunston.</i>										£.			181	-	10

Appendix, (H.)

Enclosure, N^o 3.

(3.)

Rulers Office, Ratcliff, 25th Sept. 1822.

Gentlemen,
IN compliance with your order I herein transmit an account of the several Officers and Watermen attached to the Rulers Offices at Ratcliff Cross and Rotherhithe Stairs, together with the amount of their Salaries and Emoluments, as received by them in the year ending the 31st December 1821; viz.

W ^m Honeyman, 1st Ruler.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	120	-	-			
Emolument from booking ships	-	-	-	133	13	-			
							253	13	-

N. B. The 1st Ruler resides in the Corporation's house at Ratcliff Cross.

David Honeyman, 2d Ruler.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	100	-	-			
Allowed for house	-	-	-	50	-	-			
Emoluments from booking ships	-	-	-	133	13	-			
							283	13	-

W ^m Ritchie, 3d Ruler.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	80	-	-			
Gratuity	-	-	-	21	-	-			
							101	-	-
Deduct for house-rent, the 3d Ruler living in the Corporation's house, } Brook-street	-	-	-	30	-	-			
							71	-	-
Emolument from booking ships	-	-	-	104	7	-			
							175	7	-

John Moss, 1st Ruler's Assistant.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	80	-	-			
Gratuity	-	-	-	21	-	-			
							101	-	-

No emoluments.

John Horsham, 2d Ruler's Assistant.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	70	-	-			
Gratuity	-	-	-	21	-	-			
							91	-	-

No emoluments.

John Scarborough, 3d Ruler's Assistant.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	70	-	-			
Gratuity	-	-	-	21	-	-			
							91	-	-

No emoluments.

R ^t Henderson, 1st Ruler's Waterman.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	55	-	-			
Found a boat by the Corporation.									

W ^m Paul, 2d Ruler's Waterman.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	45	-	-			
Found a boat by the Corporation.									

W ^m Lowry, the dumb man.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	50	-	-			
Found a boat by the Corporation.									

Rich ^d Gibbs, Surveyor.				£.	s.	d.	£.	s.	d.
Salary	-	-	-	60	-	-			
Gratuity	-	-	-	26	5	-			
							86	5	-

I am, Gentlemen, with much respect, your obedient servant,

To the Honourable the Supervisors
of the Ballast-Office.

Wm. Honeyman.

(4.)—A STATEMENT of the Salary and Emoluments of the Waterman to the Supervisors of the Ballast Office, Trinity-house, for the year 1821.

Appendix, (H.)
Enclosure, N^o 4.

Salary - - - - -	£. 75 - -	} £. 117 - -
Gratuity - - - - -	£. 31 10 -	
Additional Gratuity - - - - -	10 10 -	
Emoluments, none.		

26th September 1822.

(signed) *Tho' Stagg.*

(5.)—Report of Mr. Honeyman respecting the Appropriation and Division of the 8 *d.* per Ton paid to the Men for raising Ballast.

Gentlemen,

Rulers Office, Ratcliffe, 25th Sept. 1822.

ACCORDING to your directions, I submit the following statement of the manner of working the several ballast-lighters belonging to the Corporation of Trinity-house, and beg leave to say, that to each lighter there is a staffs-man and three gangsmen, who regularly work the engine when employed raising ballast, for which labour they receive at the rate of 8 *d.* per ton, but out of that sum they pay a fifth man, whom they are obliged to employ to trim the lighter, and keep the bag to the ground, for which he receives for every tide he is employed, (provided the lighter procures a sufficient quantity of ballast, say not less than thirty tons, and delivers the same to a ship) in some lighters 4*s.* 6*d.* and in others 5*s.* together with a certain allowance of beer. Several of the lighters now take an extra lad, whom they also pay according to his ability; to some 1*s.* 6*d.* to others 2*s.* per tide, or otherwise (as is the practice with some of the lighters); they share with the trimmer, and give him an equal proportion, that is to say, a fifth part of the produce arising from the delivery of all the ballast they raise; and in this latter case, if they employ an extra lad, each of the five men contribute an equal proportion towards defraying such expense.

I am, Gentlemen, with much respect, your obedient servant,

To the Supervisors }
of the Ballast Office. }

(signed) *William Honeyman.*

(6.)—A STATEMENT of the entire Earnings of the respective Crews of the several Ballast Lighters, in the year 1821, 8 *d.* per Ton being paid for Raising.

N ^o	Ballast delivered to Ships.	At 8 <i>d.</i> per Ton.	Dock Demurrages.	Miscellaneous Services.	Bounties to the Staffsmen.	Annual Bounties to the Crews of the Four best Lighters.	TOTAL.
	Tons.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1.	7,470	249 - -	9 10 -	- - -	- - -	- - -	258 10 -
2.	7,275	242 10 -	13 3 10	- - -	- - -	- - -	255 13 10
3.	7,105	236 16 8	10 16 10	1 10 -	- - -	- - -	249 3 6
4.	4,475	149 3 4	8 4 -	1 3 4	- - -	- - -	158 10 8
5.	5,525	184 3 4	13 17 8	1 3 4	- - -	- - -	199 4 4
6.	6,375	212 10 -	9 10 -	- - -	- - -	- - -	222 - -
7.	6,715	223 16 8	14 10 8	- 10 -	- - -	- - -	238 17 4
8.	11,445	381 10 -	6 17 2	27 15 4	6 6 -	- - -	422 8 6
9.	10,300	343 6 8	8 17 10	14 - -	3 3 -	- - -	369 7 6
10.	11,370	379 - -	12 12 6	- - -	6 6 -	- - -	397 18 6
11.	7,415	247 3 4	23 7 8	- - -	- - -	- - -	270 11 -
12.	9,450	315 - -	11 8 2	- - -	1 1 -	- - -	327 9 2
13.	12,995	433 3 4	9 19 8	- - -	8 8 -	5 5 -	456 15 -
14.	7,710	257 - -	9 12 6	- - -	- - -	- - -	266 12 6
15.	10,722	337 8 -	7 12 8	- - -	3 3 -	- - -	368 3 8
16.	9,335	311 3 4	8 4 -	- - -	1 1 -	- - -	320 8 4
17.	7,790	259 13 4	12 2 10	1 3 4	- - -	- - -	272 19 6
18.	9,595	319 16 8	10 13 6	- - -	2 2 -	- - -	332 12 2
19.	8,055	268 10 -	8 4 10	- - -	1 1 -	- - -	277 15 10
20.	10,605	353 10 -	23 16 6	- - -	4 4 -	- - -	381 10 6
21.	7,630	254 6 8	13 6 4	- - -	- - -	- - -	267 13 -
22.	8,435	281 3 4	19 14 8	- - -	- - -	- - -	300 18 -
23.	11,140	371 6 8	9 10 10	- - -	4 4 -	- - -	385 1 6
24.	9,212	307 1 4	8 3 2	1 4 8	1 1 -	- - -	317 10 2
25.	9,435	314 10 -	8 2 4	- - -	2 2 -	- - -	324 14 4
26.	8,772	292 8 -	8 3 2	- - -	1 1 -	- - -	301 12 2
27.	8,330	277 13 4	10 15 2	1 13 4	1 1 -	- - -	291 2 10
28.	9,790	326 6 8	8 3 2	42 16 8	5 5 -	- - -	382 11 6
29.	8,675	289 3 4	9 10 -	1 16 4	1 1 -	- - -	301 10 8
30.	9,040	301 6 8	10 16 -	1 1 -	2 2 -	- - -	315 5 8
31.	12,550	418 6 8	10 1 4	1 1 -	7 7 -	3 3 -	439 19 -
32.	11,210	373 13 4	10 1 4	- - -	5 5 -	- - -	388 19 8
33.	11,280	376 - -	8 18 8	1 1 -	5 5 -	- - -	391 4 8
34.	12,925	430 16 8	12 13 4	- - -	8 8 -	4 4 -	456 2 -
35.	12,075	402 10 -	8 16 2	- - -	6 6 -	2 2 -	419 14 2
	322,226	10,740 17 4	389 18 6	97 19 4	87 3 -	14 14 -	11,330 12 2

N. B.—The crew of each lighter consists of a staffsman, and three gangsmen, who provide a fifth man as a trimmer } Total - - 35 lighters, 175 men.

Appendix, (H.)
Enclosure, N^o 7.

(7.)—PARTICULARS of the Expenses of Building and Repairing the Stock of Ballast Lighters for the year 1821.

Two new Lighters, with Outfit.				£.	s.	d.
Carpenter, for building (per contract) two new lighters	-	-	-	932	-	-
Smiths work	-	-	-	92	14	8
Cordage	-	-	-	57	15	3
Sailmaker	-	-	-	50	10	-
Boat-builder	-	-	-	18	18	-
Pump and block-maker	-	-	-	24	10	6
Mast-maker, including gaff and working materials, ditto	-	-	-	55	1	-
New leather bags	-	-	-	12	7	4
Weighing and marking the tonnage of one lighter	-	-	-	22	9	6
N. B.—The second lighter was weighed in January 1822.				1,266	6	3
Repairs, Lighters.				£.	s.	d.
Carpenter (as per contract) for 35, a' 24 <i>l.</i> per annum	-	-	-	840	-	-
Smiths work	-	-	-	530	15	4
Cordage	-	-	-	513	1	9
Sailmaker	-	-	-	312	11	-
Boat-builder	-	-	-	148	14	-
Pump and block-maker	-	-	-	84	1	6
Mast-maker	-	-	-	84	4	-
Marking the numbers	-	-	-	3	10	-
Watching the loaded lighters at their moorings, to prevent accidents	-	-	-	60	12	6
N ^o 4, weighing when sunk	-	-	-	£.	15	14
N ^o 18, - ditto	-	-	-	-	28	15
Damage done to the ship Argo	-	-	-	-	10	-
- Ditto - to a waterman's wherry	-	-	-	-	2	10
- Ditto - to the ship Castor	-	-	-	-	1	-
- Ditto - to the Lord Nelson	-	-	-	-	1	10
- Ditto - to a waterman's wherry	-	-	-	-	2	-
- Ditto - to a pile at Rotherhithe stairs	-	-	-	-	1	-
- Ditto - to the ship Caermarthen's anchor	-	-	-	-	10	13
- Ditto - to the steam-boat Diana	-	-	-	-	5	-
- Ditto - to the Hero of the Nile	-	-	-	-	2	5
				80	7	6
N. B.—Amount recovered for damages done to the lighters in this year was 36 <i>l.</i> 2 <i>s.</i> which is brought to account in the Ballast-office cash-book.						
Quarterage to the staffsmen of 35 lighters, for maintaining their working materials	-	-	-	882	-	-
				3,539	17	7
				£.	4,806	3 10

Appendix, (H.)
Enclosure, N^o 8.

(8.)—A STATEMENT of the entire Earnings of the respective Crews of the Ballast Lighters in the year 1792;—6*d.* per Ton being paid for Raising.

	N ^o	Ballast delivered to Ships.	At 6 <i>d.</i> per Ton.	Miscellaneous Services.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
At Chatham	1.	-	-	-	-
	2.	9,089	227 4 6	-	227 4 6
	3.	13,321	333 - 6	33 5 4	366 5 10
	4.	10,647	266 3 6	-	266 3 6
	5.	5,710	142 15 -	-	142 15 -
At Chatham	6.	-	-	-	-
	7.	6,748	168 14 -	2 13 4	171 7 4
	8.	5,898	147 9 -	3 - -	150 9 -
Condemned in Mid-summer quarter	9.	1,747	43 13 6	-	43 13 6
	10.	8,162	204 1 -	4 6 8	208 7 8
	11.	5,212	130 6 -	-	130 6 -
Wanting	12.	-	-	-	-
Condemned in Nov.	13.	5,853	146 6 6	1 5 -	147 11 6
	14.	8,018	200 9 -	-	200 9 -
	15.	6,676	166 18 -	- 10 -	167 8 -
	16.	8,472	211 16 -	-	211 16 -
	17.	8,659	216 9 6	-	216 9 6
	18.	13,405	335 2 6	47 15 -	382 17 6
	19.	7,886	197 3 -	-	197 3 -
	20.	7,673	191 16 6	-	191 16 6

	N ^o	Ballast delivered to Ships.	At 6d. per Ton.	Miscellaneous Services.	TOTAL
				£. s. d.	£. s. d.
Condemned in April -	21.	1,577	39 8 6	- - -	39 8 6
Condemned and sold;	22.	8,478	211 19 -	- 14 -	212 13 -
worked two quarters }	23.	3,052	76 6 -	1 - -	77 6 -
	24.	9,369	234 4 6	8 13 4	242 17 10
Sunk and destroyed in	25.	9,876	246 18 -	- - -	246 18 -
April - - - }	26.	3,013	75 6 6	- 15 -	76 1 6
	27.	10,610	265 5 -	- - -	265 5 -
	28.	12,220	305 10 -	2 13 4	308 3 4
	29.	11,301	282 10 6	- - -	282 10 6
	30.	5,635	140 17 6	3 10 -	144 7 6
	31.	12,878	321 19 -	16 10 4	338 9 4
	32.	9,241	231 - 6	- - -	231 - 6
	33.	9,801	245 - 6	- - -	245 - 6
	34.	6,053	151 6 6	- - -	151 6 6
Condemned and sold;	35.	12,421	310 10 6	5 - -	315 10 6
worked one quarter }	36.	1,442	36 1 -	4 3 8	40 4 8
	37.	9,376	234 8 -	1 10 -	235 18 -
		269,519	6,737 19 6	137 5 -	6,875 4 6

Appendix, (H.)
Enclosure, N^o 8—
continued.

Note.—Those against which notes are made are excluded in the comparison with the earnings in 1821, because they had not worked the whole year.

(9.)—A STATEMENT of the Earnings of each of the Ballast-Men employed in the River Thames in the year 1792, when 6d. per Ton was paid for raising Ballast.

Appendix, (H.)
Enclosure, N^o 9.

N ^o	Men.	£. s. d.	
1.			
2.	5 - each	45 8 10 $\frac{1}{4}$	
3.	5 - -	73 5 2	
4.	5 - -	53 4 8	
5.	5 - -	28 11 -	
6.			
7.	5 - -	34 5 5 $\frac{1}{2}$	
8.	5 - -	30 1 9 $\frac{1}{2}$	
9.			
10.	5 - -	41 13 6 $\frac{1}{2}$	
11.	5 - -	26 1 2 $\frac{1}{4}$	
12.			
13.			
14.	5 - -	40 2 -	
15.	5 - -	33 9 7	
16.	5 - -	42 7 2 $\frac{1}{4}$	
17.	5 - -	43 5 11	
18.	5 - -	76 11 6	
19.	5 - -	39 8 7	
20.	5 - -	38 7 3 $\frac{1}{2}$	
21.			
22.	5 - -	42 10 7	
23.			
24.	5 - -	48 11 7	
25.	5 - -	49 7 7	
26.			
27.	5 - -	53 1 -	
28.	5 - -	61 12 8	
29.	5 - -	56 10 1	
30.	5 - -	28 17 6	
31.	5 - -	67 13 10	
32.	5 - -	46 4 1	
33.	5 - -	49 - 1	
34.	5 - -	30 5 3 $\frac{1}{2}$	
35.	5 - -	63 2 1	
36.			
37.	5 - -	47 3 7	
	£.	1,290 13 8 $\frac{3}{4}$	

1792 :

£.	£.	Men.
above 25 -	and under 30 -	15
- d ^o 30 -	- 35 -	20
- d ^o 35 -	- 40 -	10
- d ^o 40 -	- 45 -	25
- d ^o 45 -	- 50 -	30
- d ^o 50 -	- 55 -	10
- d ^o 55 -	- 60 -	5
- d ^o 60 -	- 65 -	10
- d ^o 65 -	- 70 -	5
- d ^o 70 -	- 75 -	5
- d ^o 75 -	- 77 -	5
		140

Appendix, (H.)
Enclosure, N^o 9—
continued.

A STATEMENT of the Earnings of each of the Ballast-Men employed in the River Thames in the year 1821, when 8 d. per Ton was paid for raising Ballast.

Men.							
				£.	s.	d.	
5	-	each		31	14	1 $\frac{1}{2}$	
5	-	-		39	16	10 $\frac{1}{4}$	
5	-	-		44	8	-	
5	-	-		47	15	6	
5	-	-		49	16	8 $\frac{1}{2}$	
5	-	-		51	2	9	
5	-	-		51	14	-	
5	-	-		53	6	6	
5	-	-		53	10	7	
5	-	-		54	2	2 $\frac{1}{4}$	
5	-	-		54	19	10 $\frac{3}{4}$	
4	-	-		55	6	11 $\frac{3}{4}$	
1	-	-		56	7	11 $\frac{3}{4}$	
4	-	-		58	-	4 $\frac{1}{4}$	
1	-	-		59	1	4 $\frac{1}{4}$	
4	-	-		60	1	11 $\frac{3}{4}$	
4	-	-		60	2	2 $\frac{3}{4}$	
5	-	-		60	3	7	
1	-	-		61	2	11 $\frac{3}{4}$	
1	-	-		61	3	2 $\frac{3}{4}$	
4	-	-		62	12	9	
4	-	-		63	5	10 $\frac{3}{4}$	
4	-	-		63	17	5 $\frac{3}{4}$	
1	-	-		64	6	10 $\frac{1}{2}$	
4	-	-		64	10	5 $\frac{1}{2}$	
1	-	-		64	14	9	
1	-	-		64	18	5 $\frac{3}{4}$	
4	-	-		65	5	7 $\frac{3}{4}$	
4	-	-		66	2	1 $\frac{1}{2}$	
1	-	-		66	6	7 $\frac{3}{4}$	
1	-	-		66	12	5 $\frac{1}{2}$	
1	-	-		68	4	1 $\frac{1}{2}$	
4	-	-		73	1	1 $\frac{1}{2}$	
4	-	-		73	4	10 $\frac{1}{2}$	
8	-	-		75	9	3 $\frac{1}{2}$	
1	-	-		76	3	1 $\frac{1}{2}$	
4	-	-		76	3	6	
1	-	-		76	7	10 $\frac{3}{4}$	
4	-	-		76	14	11	
4	-	-		77	3	11	
4	-	-		78	6	6	
1	-	-		79	13	3 $\frac{1}{2}$	
1	-	-		80	7	6	
1	-	-		80	14	3 $\frac{1}{2}$	
1	-	-		81	19	11	
1	-	-		82	8	11	
4	-	-		82	13	7 $\frac{1}{2}$	
4	-	-		83	4	6 $\frac{1}{4}$	
1	-	-		84	12	6	
4	-	-		86	10	4 $\frac{1}{2}$	
1	-	-		88	19	7 $\frac{1}{2}$	
1	-	-		89	10	6 $\frac{1}{4}$	
4	-	-		89	10	9 $\frac{1}{4}$	
4	-	-		89	13	7 $\frac{3}{4}$	
1	-	-		93	17	4 $\frac{3}{4}$	
1	-	-		97	18	9 $\frac{1}{4}$	
1	-	-		98	1	7 $\frac{1}{4}$	
<u>175</u>							

1821:				Men.	
£.		£.			
above 30	-	and under 35	-	5	
- d ^o 35	-	- 40	-	5	
- d ^o 40	-	- 45	-	5	
- d ^o 45	-	- 50	-	10	
- d ^o 50	-	- 55	-	30	
- d ^o 55	-	- 60	-	10	
- d ^o 60	-	- 65	-	24	
- d ^o 65	-	- 70	-	11	
- d ^o 70	-	- 75	-	8	
- d ^o 75	-	- 80	-	27	
- d ^o 80	-	- 85	-	13	
- d ^o 85	-	- 90	-	14	
- d ^o 90	-	- 95	-	1	
- d ^o 95	-	- 99	-	2	
				<u>175</u>	

(10.)—Prices of Materials which the Staffsman have to uphold (after being once supplied them,) at a certain fixed allowance, in the years 1799, 1805, 1809, 1811, and 1821.

Appendix, (H.)
Enclosure, N° 10.

1799. Michaelmas Quarter.	From Messrs. Todd & Co.'s Bill.			£.	s.	d.	1799. The price was raised at Christmas quarter from 3 <i>l.</i> 3 <i>s.</i> to 3 <i>l.</i> 13 <i>s.</i> 6 <i>d.</i> at which it continued until Michaelmas quarter 1805.
	3 setts, 36 feet, at 28/ each	-	-	4	4	-	
	1 turning-stick	-	-	-	6	6	
	1 bag-staff, 34 feet	-	-	1	5	6	
	1 feeling-pole, 32 feet	-	-	-	7	6	
	2 lighters oars, 30 feet, at 15/ each	-	-	1	10	-	
	2 boat-oars, 16 feet, at 6/ each	-	-	-	12	-	
	1 boat-hook staff	-	-	-	2	6	
				8	8	-	
	Bag, at 2/3 per lb.; making 5/	-	-	4	13	-	
1805. September.	From Messrs. Todd & Co.'s Bill.			£.	s.	d.	1805. The price was raised at Michaelmas quarter from 3 <i>l.</i> 13 <i>s.</i> 6 <i>d.</i> to 5 <i>l.</i> 5 <i>s.</i> at which it continued until Michaelmas quarter 1809.
	3 setts, 34 feet, each 1 <i>l.</i> 10 <i>s.</i>	-	-	4	10	-	
	1 turning-stick	-	-	1	5	-	
	1 bag-staff	-	-	1	8	-	
	1 feeling-pole	-	-	-	8	-	
	2 lighters oars, 30 feet, at 17/6 each	-	-	1	15	-	
	2 boat-oars, 14 feet, at 7/ each	-	-	-	14	-	
	1 boat-hook staff	-	-	-	3	-	
				10	3	-	
	Bag, weight 34 lb. at 2/10; making 5/	-	-	5	1	3	
1809.	From Messrs. Todd & Co.'s Bills.			£.	s.	d.	1809. The price was raised at Michaelmas quarter from 5 <i>l.</i> 5 <i>s.</i> to 6 <i>l.</i> 6 <i>s.</i> at which it has ever since continued.
	3 setts, 36 feet, at 3 <i>l.</i> 3 <i>s.</i> each	-	-	9	9	-	
	1 turning-stick, 30 feet	-	-	2	12	6	
	1 bag-staff, 34 feet	-	-	3	-	-	
	1 feeling-pole, 30 feet	-	-	-	15	-	
	2 lighters oars, 28 feet, 1 <i>l.</i> 1 <i>s.</i> each	-	-	2	2	-	
	2 boat-oars, 11 feet, each, at 11/	-	-	1	2	-	
	1 boat-hook staff	-	-	-	3	6	
				19	4	-	
	Bag weight, 35 lb. at 2/10; making 5/	-	-	5	1	3	
1811. Christmas Quarter.	From Messrs. Todd & Co.'s Bill.			£.	s.	d.	During this period Mr. Honeyman states that it was difficult to obtain a staffsman to take the office, as they alleged they lost money by the allowance.
	3 setts, 36 feet each, at 3 <i>l.</i>	-	-	9	-	-	
	1 turning-stick, 32 feet	-	-	2	12	6	
	1 bag-staff, 34 feet	-	-	3	-	-	
	1 feeling-pole, 30 feet	-	-	-	12	6	
	2 lighters oars, 29 feet, at 29/	-	-	2	18	-	
	2 boat-oars, 14 feet, at 16/4	-	-	1	12	8	
	1 boat-hook staff	-	-	-	3	6	
				19	19	2	
	Bag, weight 43½ lb. at 2/10; making 7/	-	-	6	10	3	
1821. Christmas Quarter.	From Messrs. Todd & Co.'s Bill.			£.	s.	d.	
	3 setts, 38 feet, each at 1 <i>l.</i> 4 <i>s.</i>	-	-	3	12	-	
	1 turning-stick, 35 feet	-	-	1	1	-	
	1 bag-staff, 34 feet	-	-	-	18	-	
	1 feeling-pole, 34 feet	-	-	-	9	-	
	2 lighters oars, 29 feet, at 14/6	-	-	1	9	-	
	2 boat-oars, 15 feet, at 11/3	-	-	1	2	6	
	1 boat-hook staff	-	-	-	3	-	
				8	14	6	
	Bag, 43½ lb. at 2/8; making 7/	-	-	6	3	8	
	2 cork fenders, each 7/	-	-	-	14	-	
				£.	15	12	

Appendix, (H.)
Enclosure, N^o 10—
continued.

1822, Midsummer Quarter.	From Messrs. Todd & Co.'s Bill.	£.	s.	d.
	3 setts, 38 feet each, at 1 l. 3 s.	-	-	3 9 -
	1 turning-stick, 35 feet	-	-	1 - -
	1 bag-staff, 34 feet	-	-	17 - -
	1 feeling-pole, 34 feet	-	-	8 6 -
	2 lighters oars, 28 feet, at 14/ each	-	1	8 -
	2 boat-oars, 14 feet, at 10/6	-	1	1 -
	1 boat-hook staff	-	-	3 -
			8	6 6
	Bag, weight 41 $\frac{1}{4}$ lb. at 2/8; making 7/	-	5	17 -
	2 cork fenders, at 7/	-	-	14 -
		£. 14	17	6

Appendix, (I. 1.)

Appendix, (I. 1.)

COPY of Letter from Mr. Herbert, Trinity-house, 18th March 1824.

Letter from
Mr. Herbert, dated
18th March 1824.

Sir,

IN conformity with the direction of the committee on the 16th instant, I have the honour to transmit a copy of the report on which the recent regulations in respect to the admission of applicants to the pension-list of this corporation have been established.

I am most anxious to avail myself of this opportunity to correct an error into which I have inadvertently fallen, in my evidence in respect to the establishment by this corporation of an equal rate of toll of one farthing per ton for each light-house, with certain exceptions; to those exceptions I should have added the Edystone Light, which from the peculiarity of its situation, its distance from the shore, and the consequent necessity of employing a tender, and a larger establishment of keepers, has been considered as so similar in character to a floating light, as to justify a like rate of toll; the duty therefore, was reduced from 1 d. to one halfpenny per ton.

I beg to assure you, Sir, and the committee, of the sincerity of my apology and regret at the omission. And have the honour to be,

Sir, your most obedient and most humble servant,

J. Herbert.

The Right hon. Thomas Wallace, M. P.

Appendix, (I. 2.)

Appendix, (I. 2.)

Report of Deputy
Master, &c. with
Forms of Petitions.

REPORT of the Deputy Master, Wardens, and the Committee for Pensioners, on the Reference of the General Court of 30th October 1823, to revise the whole of the present Rules and Regulations for the Admission of Objects to the Pension List, and to suggest what Amendments or Alterations appear necessary thereon.

It being considered highly expedient that this committee should, in the first place, decide on the recommendation to be made to the court, in respect to the class of persons to whom the rules and regulations to be made should apply, in order that the description of objects of the charity may be so clearly defined that all the brethren may pursue one uniform system in dispensing the charity of the corporation.

To this end the committee resolved to recommend to the court, that the objects to be placed on the general pension-list by an elder brother, be confined to mariners employed in over-sea and coasting trading vessels clearing at the custom-house, and liable to pay the light-duties of the corporation, or to the widows of such; and that no fishermen be placed on the books by an individual elder brother: but that the court do reserve to itself the right of exercising its discretion in placing on the casualty-list such fishermen, hovellers, or other seafaring men, who do not come under the denomination of merchant seamen, and also the widows of those classes of persons as have heretofore in peculiar cases of distress received the bounty of the corporation.

And the committee, having considered the present rules for the admission of objects to the pension-list of the corporation, beg to submit to the court, that they be rescinded, and that the following be adopted in their stead:

Proposed Rules for the Admission of Objects to the Monthly Pension List of the Corporation of Trinity-house, of Deptford Strond.

THAT masters, mates, petty officers and seamen, and their widows, be eligible under the following regulations:

That men who have received any wound or hurt, or are afflicted with blindness, or any particular infirmity, which renders them quite incapable of following the profession after having served an apprenticeship, or seven years at sea, be eligible at any age; otherwise
not

not eligible till they attain the age of fifty years; fifteen of which must have been in some of the above stations. That to be eligible they must be in indigent circumstances, and not possessed of an income from real or personal property, exceeding the amounts hereunder specified for each class; and that if after being placed on the books they at any time possess or succeed to an income from real or personal property, exceeding the limited amount, they then become ineligible to remain on the books; viz.

Appendix, (I. 2.)
Report of Deputy
Master, &c. with
Forms of Petitions.

	£.	s.	d.
Masters - - - - -	30	-	-
Mates - - - - -	20	-	-
Petty officers - - - - -	15	-	-
Seamen - - - - -	10	-	-

That no in-pensioner of Greenwich Hospital, or any other public charity, hospital or establishment whatever, be admissible, nor any who are permanently fixed, and maintained in the parish work or poor-houses:

That widows, under the same circumstances as to property, be eligible at any age, if they have four or more children under twelve years of age:

At thirty years of age, with three children - - d^o.

At thirty-five years of age, with two children - d^o.

At forty-five years of age, with one child - - d^o.

otherwise not till they attain the age of fifty years.

That widows possessing or succeeding to an income to the amount that would have rendered their husbands ineligible, or marrying again, be struck off the list.

That applicants for the pension represent their situation in the proposed prescribed form; and which the committee also submit for the approval of the court.

That the following be the scale of allowances to the several classes of merchant seamen, admissible to the pension-list of the corporation; viz.

To masters of ships or square-rigged vessels in the foreign trade, and of colliers from the east coast, of one hundred tons burthen, and upwards, 6s. per month.

To masters of coasters of every description, and other colliers paying Trinity-light dues as such; and first mates of vessels of the former class, 4s. 6d. per month.

To other mates of the aforementioned class of vessels, gunners, boatswains and carpenters, 4s. per month.

But that no carpenter or other artificer be eligible at fifty years of age, unless he has actually been at sea fifteen years; nor his widow eligible unless her husband had actually served that time, or died whilst he was actually following the sea.

To petty officers, 3s. 6d. per month.

To seamen, 3s. per month.

That widowers having children under twelve years of age, have an additional allowance for each child of 2s. per month.

That widows, when placed on the books, be entitled to the same pension as their husbands had, or would have been entitled to; and that they have the same allowance for children.

That a male pensioner dying, leaving a widow eligible under the foregoing regulations, she be admitted a pensioner in his stead.

That all petitions for the pension be referred to the committee for pensioners, whose duty it is to examine them; and if the party is found eligible, according to the foregoing regulations, to cause their names, and all the circumstances of their situation, to be registered in a book to be kept for that purpose, and affix thereto the amount to which they will be entitled, agreeably to the scale, when placed on the pension-list.

That if from any unavoidable circumstance the required certificates cannot be obtained, such other information as may be satisfactory to the committee be admitted.

That all pensioners shall be put on the list, under the following regulations; the court from time to time, deciding the amount that shall be applied to this charitable purpose.

The committee for pensioners shall on the court-days in the months of February, May, August and November, report the number and amount of vacancies that have occurred in the preceding quarter; which being divided into thirty-one equal parts, each elder brother shall be at liberty to select from the register those objects (to the amount of his apportionment) as he shall see fit, observing the rule, that in no case more than one woman to two men be admitted; and shall sign his name against that of the petitioner, when the same shall be placed on the pension-list.

But any elder brother failing so to do before the last day of the months preceding those before specified (after having been officially informed of the period to which his portion will remain at his disposal), the committee for pensioners shall then be at liberty to fill up the vacancies, under the same restriction, selecting those objects in extreme age, or who are in their opinion in the greatest distress, or from any other cause, should have a preference; and after such objects are provided for, that they complete the amount of vacancies by taking the petitioners in rotations.

(signed)

Joseph Cotton, D. M.

W. T. Money.

Thomas Brown.

Andrew Timbrell.

James Moring.

Jonathan Wilson.

J. Robinson.

J. H. Pelley.

Trinity-house, }
4th March 1824. }

A true Copy.

Trinity-house, London, }
18th March 1824. }

J. Herbert, Sec^y,

Appendix, (I. 2.) To the Honourable the Master, Wardens, and Assistants of the Corporation of Trinity-house, of Deptford-Strond.

Report of Deputy Master, &c. with Forms of Petitions.

The humble petition of [here state name] aged [here state age] residing at [here state habitation]

Sheweth,

That your petitioner went to sea at the age of _____ in the year _____ and served there for _____ years, in the following ships, and others, and in the annexed stations :

Year.	Ship or Vessel's Name.	Register Ton-nage.	Station.	From what Place, to what Place.

[Here state several of the ships in which petitioner went to sea, and particularly the first and last in which he served, and the one in which he held the highest station.

That your petitioner left off the sea in the year [here state time] in consequence of [here state cause of leaving off the sea] and has a wife named [here state wife's christian name] aged _____ years, and _____ children under twelve years of age [here state names and ages of children.]

That your petitioner has _____ annual income from real or personal property to the amount of [if not any, insert the word "No" in the blank, or state the amount, if any.]

That your petitioner's present means of support are from [here state what relief he receives, if any, from any other institution, from parish, from labour, and the nature of it, or from any other source] which not being sufficient to support himself and family, he most humbly prays he may be admitted a pensioner of this corporation, at the usual allowance.

Your petitioner will ever pray, &c.

[Petitioner to sign his name.

Note.—By the Act 3rd Geo. 4th, c. 40, all persons imposing or endeavouring to impose upon a charitable institution by any false and fraudulent representation, either verbally or in writing, with a view to obtain money, or some other advantage or benefit, shall be deemed rogues and vagabonds, and may be committed to gaol or house of correction for three months, and there kept to hard labour.

Certificate to be signed by the Owner, &c. of the vessel in which the petitioner last served in his highest station at sea: If as master, to be signed by the owner:—If as mate, by the owner or master:—and for other inferior stations may be signed by them or the mate.

These are to certify to the honourable Corporation of Trinity-house, That the within-named petitioner, served on board the ship _____ of _____ tons, _____ master, of which _____ owner, in the capacity of _____ on her voyage from _____ to _____ in the year 18 _____, and was discharged therefrom in _____ And that the petitioner, to my best knowledge and belief, is in distressed circumstances; and being a person of good character and reputation do recommend him as a proper object of the corporation's charity. As witness my hand, this _____ day of _____ 18 _____.

of the ship

in which the petitioner served _____ voyage as _____

In cases where owing to well-attested circumstances the signatures above required cannot be procured to the certificate, the signature of the collector or other proper officer of customs at the port to which the vessel belonged, or sailed from, will be admitted.

N. B. Besides the above, and following certificates, a certificate of the petitioner's age, and a certificate of the age of his children, are to be procured, which it is hoped will be granted without expense to the poor petitioner:—and may be written at the bottom of the page.

Certificate to be signed by a medical practitioner, in cases where the petitioner is under fifty years of age, and rendered by hurt or infirmity incapable of earning his livelihood.

These are to certify to the honourable corporation of Trinity-house, that the within-named petitioner, is rendered incapable of gaining his livelihood at sea, by [here state the nature of the infirmity]

Name

Residence

Certificate to be signed by the minister or churchwarden of the parish where the petitioner resides.

Appendix, (I. 2.)

These are to certify, That the within-named petitioner, is an inhabitant of the parish of where he resides at in the house of and follows occupation or employment of for a livelihood.

Report of Deputy Master, &c. with Forms of Petitions.

Minister or Churchwarden of the Parish of

Certificate to be signed by two respectable persons, of which one to be a Younger Brother, or other respectable maritime person.

We whose names are hereunto subscribed, do actually know, and are well acquainted with, the petitioner and his circumstances, so that we can, and do hereby, vouch for the truth of what is stated in the annexed petition; and that the petitioner is a person of good character and reputation, and being in indigent circumstances do recommend him as a proper object of the corporation's charity. As witness our hands, the day of 18 .

Name

Quality

Residence

[Indorsement.]

Petition of

To the Corporation of Trinity-house.

Recommended by

[The person sending this petition to the corporation is requested to sign his name under the recommendation.]

[Direction.]

The Corporation of Trinity House, Tower Hill, London.

To the Honourable the Master, Wardens, and Assistants of the Corporation of Trinity-house, of Deptford-Strond.

The humble petition of [here state name] aged [here state age] residing at [here state habitation] widow of [here state husband's christian name.]

Sheweth,

That your petitioner's husband went to sea at the age of in the year and served there for years, in the following ships, and others, and in the annexed stations :

Year.	Ship or Vessel's Name.	Register Tonnage.	Station.	From what place to what place.

[Here state several of the ships in which petitioner's husband went to sea, and particularly the first in which he served, and the one in which he held the highest station.]

That your petitioner's husband left off the sea in the year [here state date] in consequence of [here state cause of leaving off the sea] and died [here state time of her husband's death] and she has children under twelve years of age [here state names and ages of children.]

That your petitioner has annual income, from real or personal property, to the amount of [if not any, insert the word "No" in the blank, and state the amount, if any.]

That your petitioner's means of support are from [here state what relief she receives, if any, from any other institution, from parish, from labour, and the nature of it, or from any other source] which not being sufficient to support herself and family, she most humbly prays she may be admitted a pensioner of this corporation, at the usual allowance.

Your petitioner will ever pray, &c.

[Petitioner to sign her name.]

Note.—By the Act 3d Geo. 4th, c. 40, all persons imposing or endeavouring to impose upon a charitable institution by any false and fraudulent representation, either verbally or in writing, with a view to obtain money, or some other advantage or benefit, shall be deemed rogues and vagabonds, and may be committed to gaol or house of correction for three months, and there kept to hard labour.

Appendix, (I. 2.)
Report of Deputy
Master, &c. with
Forms of Petitions.

Certificate to be signed by the owner, &c. of the ship or vessel in which the petitioner's husband served in his highest station at sea.—If as master, to be signed by the owner; if as mate, by the owner or master; and for other inferior stations, by them, or the mate of such vessel.

These are to certify to the honourable Corporation of Trinity-house, That
the husband of the within-named petitioner, served on board the ship
of tons, master, of which
Mr. was owner, in the capacity of on her voyage
from to in the year 18 . And that the
petitioner, to my best knowledge and belief, is in distressed circumstances; and being a
person of good character and reputation do recommend her as a proper object of the cor-
poration's charity. As witness my hand, the day of 18

{ owner, or or
 of the ship
 in which
the petitioner's husband
served as a

In cases where owing to well-attested circumstances the signatures above required cannot be procured to the certificate, the signature of the collector, or other proper officer of customs at the port to which the vessel belonged, or sailed from, will be admitted.

N. B. Besides the above and following certificate, a certificate of the widow's marriage and of her age, and a certificate of the ages of her children, are to be procured; which, it is hoped, will be granted without charge to the poor woman, and may be written at the bottom of the page.

Certificate to be signed by two respectable persons (at least) of which one to be the minister, or churchwarden, of the parish wherein the petitioner resides; the other a Younger Brother, or other maritime person.

We whose names are hereunto subscribed do actually know, and are well acquainted with, the petitioner and her circumstances, so that we can and do hereby vouch for the truth of what is stated in the annexed petition, viz. that she is the widow of
a of a ship, deceased; that she resides in the parish of
 where she is a [here insert whether she is a lodger or
housekeeper] and follows the occupation of [here insert what occupation (if any) she follows]
that she has children of the ages therein set forth: That she is a person of good
character and reputation, and being in indigent circumstances, without any adequate means
for maintaining herself and family, do recommend her as a proper object of the coropora-
tion's charity. As witness our hands, the day of 18

Name.	Quality.	Residence.
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[Indorsement.]

Petition of To the Corporation of Trinity-house.

Recommended by

[The person sending this petition to the Corporation is requested to
sign his name under the recommendation.]

[Direction.]

The Corporation of Trinity House, Tower Hill, London,

10. **Foreign Trade of the Country.** 1824.—Report from Committee on the Foreign Trade of the Country; dated June 14, 1824. (416.) - Sess. Vol. VI. p. 1.

(Pilotage.)

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1851

SECOND REPORT

AND

SELECT COMMITTEE

APPOINTED TO EXAMINE THE MEANS OF IMPROVING

AND MAINTAINING

THE FOREIGN TRADE

OF THE UNITED STATES

OF THE UNITED STATES

1824.

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FROM THE

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APPOINTED TO CONSIDER OF THE MEANS OF IMPROVING

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OF THE COUNTRY.

QUARANTINE.

Ordered, by The House of Commons, to be Printed,

14 June 1824.

Your Committee, after considering that Report, are disposed so far to concur in the conclusion stated in it, as not to feel a renewal of the investigation on the validity of the doctrine of Contagion to be necessary; and are satisfied by the proceedings then taken, that whatever difference of opinion may exist in respect to danger to be apprehended from the propagation of the Plague in this Country by Persons or Merchandise, enough of doubt remains to make it expedient to make a further inquiry into the subject, and to incur, to abandon at once the whole system of precaution which has been hitherto adopted; and to which, together with other circumstances, is mentioned in the examinations of Medical Men before Your Committee.

SECOND REPORT.

THE SELECT COMMITTEE appointed to consider of the Means of maintaining and improving the **FOREIGN TRADE** of the Country, and to report their Opinion and Observations thereupon from time to time to The House;—**HAVE**, pursuant to the Order of The House, further considered the Matters to them referred; and have agreed to the following **REPORT**:

VARIOUS objections, stated on the part of the Merchants and Ship Owners, to the operation of the Quarantine Laws upon our Trade and Navigation, induced Your Committee to direct their attention to that subject. The influence which this Law is supposed to have, in the protection of the public health, its bearing on some of our strongest prejudices, and its embracing the various precautions which have been long deemed our safeguards against the introduction of contagious diseases, from whatever part of the world the danger may be apprehended, renders every recommendation that may affect it, a matter at once of general interest and peculiar delicacy. On the one hand, care is to be taken, that in the attempt to relieve Commerce from burthens and inconveniences that press upon it, and to afford it the utmost freedom of which it is susceptible, we do not expose the Country to the most formidable risk. On the other, that neither ancient prejudice, nor an excess of anxiety to avert possible danger, should induce the continuance of restrictions unessential to their object, and should thus deny to the Trade any of those facilities which, consistently with every prudential regard to considerations of protection and safety, it may be permitted to enjoy.

In the commencement of their inquiry, Your Committee thought it right to call for the report of a Select Committee, which was appointed in 1819, to consider the validity of the doctrine of Contagion in the Plague, and the Evidence on which their Report was founded. At that period, the long received opinion that the Plague was a contagious disease, liable to be conveyed from infected Countries, and communicated by means of Persons and articles of Merchandise, had recently been called in question by some Persons of the Medical Profession, with such effect, as to induce The House to institute an inquiry into the subject, by means of a Select Committee. In the course of the proceedings, the examinations of various Persons, whose opinions and reasoning on the points in dispute were justly entitled to great weight, were received and recorded: and the result of a laborious investigation was the Report alluded to, tending to confirm the prevailing doctrine, and stating specifically, That although the Committee abstained from giving any opinion on the nature and application of the Quarantine Regulations, as not falling within the scope of the inquiry to which they had been directed, they saw no reason to question the validity of the principles on which such regulations appeared to have been adopted.

Your Committee, after considering that Report, are disposed so far to concur in the conclusion stated in it, as not to feel a renewal of the investigation on the validity of the doctrine of Contagion to be necessary; and are satisfied by the proceedings then taken, that whatever difference of opinion may exist, in respect to danger to be apprehended from the propagation of the Plague in this Country by Persons or Merchandize, enough of doubt remains to make it a measure of more hazard than it would be expedient to incur, to abandon at once the whole system of precaution which has been hitherto adopted; and to which, together with other circumstances mentioned in the examinations of Medical Men before Your Committee, is attributed the comparative exemption from the visitation of the Plague, which has been for near a Century and a half enjoyed by this Country.

Assuming, then, that some system of precaution is to be maintained, the inquiry of Your Committee was directed to ascertain whether the established System was one that admitted of improvement; and whether (subject always to the consideration of security to the Country from the danger of Contagion) the objections made to it might be wholly or in a great degree obviated.

Previous to 1800, the Regulations of Quarantine were comparatively few, and the Charges incident to them were borne by the Public. In the year 1800, the project of erecting a Lazaretto on Chetney Hill, in the County of Kent, was adopted, and by the Act of 40 Geo. 3, c. 80, the sum of 65,000 *l.* was granted for the purpose of carrying it into effect. By the Act of 44 Geo. 3, c. 110, 30,000 *l.* more was granted for the same purpose; to which was added in 1810, by a grant from the Consolidated Fund, 21,000 *l.* making together 116,000 *l.* In addition to this, 55,000 *l.* was subsequently advanced by the Customs. It was, however, discovered before the completion of the Building, that the situation had been injudiciously selected, and the intended Institution was in consequence abandoned, and the materials disposed of by order of Government. Since that time the use of Ships, originally resorted to as a temporary expedient during the progress of the Lazaretto, has continued both at Standgate Creek, and the different Stations specified in the Order of Council.

To meet the Expense of the Building at Chetney Hill, certain Duties were imposed on all Ships coming from the Mediterranean, and to the same Ships the various Regulations now contained in the Quarantine Law were applied, with a power of extending, by a special Act of the Government, the operation of it to Vessels coming from any other part of the world. The application of the particular provisions of that Law, depend on the nature of the documents or certificates called "Bills of Health," with which the Consuls residing in the Ports of the Mediterranean, are directed to furnish all Ships that may come from thence. These Bills describe the state of the Country, in respect to the existence or non-existence of the Plague at the time of the departure of the Vessel, and are of three kinds:—

The first is, what is denominated a Clean Bill, which imports, that at the time of sailing no infectious disorder existed, nor had any case indicative of it occurred during the previous forty days.

The second is called a Suspected Bill, in which the general health of the Place is stated, together with the occasional arrival of Vessels coming to such Port from infected Places, which subjects it to suspicion, although no illness among the Crew may have appeared.

The

The third is a Foul Bill, and imports the existence of the infection at the Port, or in the Country, at the period of the departure of the Vessel from the Port whence she sailed.

By these Acts, before referred to, were imposed the following Duties;—

“ On every Vessel which shall have performed Quarantine elsewhere, arriving from Turkey, Africa, the Straits, or West Barbary, or Atlantic Ocean, 7*s.* 6*d.* per ton :

“ On every Vessel which shall have so arrived without a clean Bill of Health, 15*s.* per ton :

“ On Vessels arriving from any other Place, which shall perform Quarantine, and have a clean Bill of Health, 3*s.* per ton :

“ On Vessels so arriving without a clean Bill of Health, 10*s.* per ton :

“ On Vessels arriving from Holland, or any Place where there is no Quarantine Establishment, and performing Quarantine, 7*s.* 6*d.* per ton :

“ On Vessels so arriving without clean Bills of Health, 15*s.* per ton :

“ On every Vessel, any part of the Cargo of which shall have performed Quarantine, on entering the Port of London, an additional Duty of 1*s.* per ton :”

Why this last Duty should have been imposed, Your Committee have not been able to discover any sufficient reason.

The 45 Geo. 3, confirms all these Tonnage Duties, but provides for their reduction, if more shall be collected than is adequate to repay the 95,000*l.* advanced out of the Consolidated Fund, together with the contingent Expenses of the Quarantine Establishments.

It appears by a Return to The House, that 371,513*l.* 2*s.* 7*d.* had been collected from 1800 to 1823, inclusive, but that 641,568*l.* 12*s.* 7*d.* had been expended in the same period for the Quarantine Establishments; no reduction of the Duties has therefore taken place.

The amount collected on Foul Bills has only averaged about 900*l.* per annum, and is included in the above sum.

By this Act various points are referred to the direction of His Majesty in Council; and an Order in Council, with a view to the regulation of them, was accordingly issued on the 5th April 1805. Under this Order Goods coming from the Mediterranean are divided into two classes, according to the degree in which they are supposed susceptible of contagion; and all Ships with clean Bills of Health, having on board enumerated Goods of the first class, are obliged to repair to assigned Stations, for the purpose of removing such enumerated Goods of the first class into the Lazaretto, and performing a quarantine of fifteen days after their removal. The latter precaution, however, has been found to be at once so inconvenient and unnecessary, that, in point of practice, after the removal of the enumerated goods, no Ship is now subjected to any detention; but the goods removed, after being opened and aired for one week, are still detained fifteen days. Should the same goods arrive in a vessel with a foul, or what is the same thing, without a clean Bill of Health, they undergo, first, a probationary airing on board of six days for each portion, consisting of as much as can at one time be brought upon deck, (twenty-one days being employed, or more if necessary, to air the whole cargo,) and are then transported to the Lazaretto, where the enumerated goods are opened and aired forty days more; and the Ship itself, after performing

a long voyage, although without the occurrence of any circumstance of sickness on board, is subject to a detention, including the time of discharging and receiving back the cargo, of from sixty to sixty-five days, added to the expense of maintaining her crew, the pilot, and two officers of the establishment, as well as to the heavy charge of 16s. per ton.

The Order in Council further states, that all Goods of the second class, (that is, Goods less liable to convey infection, such as Drugs, Tobacco, Coffee, &c.) shall, after the probationary airing, be detained in the Lazaretto thirty days.

Ships arriving without clean Bills of Health, though with cargoes wholly consisting of goods not considered liable to infection, are obliged to perform a quarantine of thirty days; while a quarantine of twenty days is deemed sufficient for those whose Bills are only suspected.

Ships which have performed Quarantine abroad, and are able to produce certificates of having so done, may be admitted to immediate Entry, except for enumerated Goods, which are subjected to a further Quarantine of fifteen days. Notwithstanding, it should be here stated, that the Quarantine imposed abroad on English Ships arriving from Smyrna with a Foul Bill, is one of ninety days, both at Malta and Leghorn; and it is stated to Your Committee in Evidence, that the Greeks sometimes dispatch similar Cargoes direct to Holland, where the Quarantine Law is infinitely less strict, and where after a detention of from twelve to twenty-one days, the Cargo may be re-shipped without being landed, and after a second detention of fourteen days at Standgate Creek, be received into use in England.

That the operation of such Regulations impose upon the Commerce of the Country great disadvantages in competition with Holland, which offers by its Regulations every facility in respect of the importation of Goods, even of the most susceptible character, there can be no doubt; nor that, while it continues unaltered, it must have a powerful influence in preventing this Country from being a place of transit or deposit for Mediterranean produce and the supply of the Continent, which, if it was removed or alleviated, there is every reason to hope it would eventually become. In reference to this, it is stated by one of the Witnesses, that a considerable quantity of Silk does actually come over land from the Italian Ports to avoid the Charges, and still more the delay arising out of our Quarantine Regulations, by which the British Ships are deprived of the freight for the longer and more profitable Voyage. These may certainly in some degree contribute to this operation, but there are other inconveniences connected with the Trade itself in the Ports of the Mediterranean that have been detailed on other occasions, which must be supposed to bear their part in inducing the occasional preference which appears to be given to a conveyance by land.

These regulations are carried into effect by Establishments at various places enumerated, and fixed by the Order in Council, where Ships with clean or foul Bills either undergo Examination or perform Quarantine.

The objections to be collected from the Evidence received by Your Committee, as applicable to the Regulations, are, first, the amount of Charge to which Ships are subjected; second, the manner in which the Charge is levied; third, the detention to which Ships arriving from certain parts of the world, (whether during the existence of the Plague or not,) are without exception liable, and the Expenses incident to it.

With respect to the amount of Charge levied for Quarantine, it appears from the most respectable testimony that the Charges are not only positively heavy, but relatively so, as compared with other Countries.

That

That they are positively so, may be collected from the statement, that even where no service is rendered by the Establishment, the Charges amount to from $5\frac{1}{2}$ to 7 per cent, in some instances, upon the value of the whole Cargo; and that, with foul Bills of Health, when Ships have arrived partially laden, and the Cargo is transferred to the Lazaretto, the Charge, in particular instances, has exceeded the whole Freight. That they are relatively so, appears from the same services being better performed, in the Lazarettos of Marseilles and Trieste, where the Establishments are of very superior description, at a charge not amounting to more than from one-twentieth to one-fiftieth part of what is incurred in Standgate Creek. And in Holland, the Charge upon a Ship and Cargo, (the latter consisting of Linseed,) was one thirty-seventh part of what they would have borne in England.

The mode in which the Charge is levied upon the Register Tonnage of the Ship, is also complained of as frequently imposing, in the manner described in the Evidence, a Duty upon the Owner which he cannot recover from the Goods, and is in principle unequal and unjust, by charging the Duty upon the bulk, without due reference to the value of the Goods; hence a ton of Silk, of the value of 2,000*l.* pays only 17*s.* while a ton of Emery Stones, of the value of 4*l.* pays 8*s.*

The delay, however, itself, arising from the detention under these Regulations, has been found to be an evil more grievous than the Charges imposed by the Acts referred to, which is necessarily productive of great increased expenses of Pilotage, of the maintenance of the Crew, of wear and tare and demurrage, which, as they are estimated, are equivalent to a sum of 6*l.* per day on a Ship of 300 tons, augmenting in proportion to the size of the Ship, and frequently amounting to many hundred pounds, in addition to the disadvantage it inflicts, compared with the facilities found in the Netherlands, which is the Power naturally most in competition with us.

The situation of Milford Haven, which is the place where Ships intended for Liverpool can alone perform Quarantine, has been represented, and indeed shown, to be attended with great inconvenience and additional expense to the Trade of that Port.

These appear to be in substance the chief burthens and inconveniences complained of by the Mercantile and Shipping Interests, from the operation of the Quarantine Regulations.

Your Committee feel that they are of considerable magnitude, and that some relief from them would be not only a great boon to the Trade on which they generally operate, but seems necessary as well to the preservation of a part of it, as to afford encouragement to a new and improving branch of Commerce, likely to become highly valuable to our manufactures. They allude to that which promises to be produced in consequence of the increased cultivation of Cotton in Egypt, the export of which to this Country first commenced about two years ago, and has so rapidly grown, that the amount of 50,000 bags is expected to be imported in the present year. From hence the Manufacturers of this article will probably derive in future a large proportion of their supply; the interest therefore of our national industry, in one of its most productive branches, unites itself with that of the Ship Owners and Merchants, in making it a matter of importance to extend to the importations from Egypt every facility of which they are capable, without too much relaxing in the attention due to the security and health of the United Kingdom.

With a view to determining to what extent the increased facilities to that and every other branch of Commerce affected by these Laws may be with

safety and prudence afforded, Your Committee have called before them several Medical Men of eminence, whose opinions appeared the best calculated to assist them in pursuing the object of their inquiry, and coming to a satisfactory conclusion. In making their selection, The House will observe they have confined themselves to those whose attention had not only been directed to this subject, but whose opinions were understood to be in favour of the received doctrine of Contagion; their reason for this was, that it being their object to ascertain the degree of relaxation in the present Regulations that might be safely adopted, consistently with the existence of danger, no advantage could arise from having recourse to the opinions of those who entirely disbelieved the possibility of Contagion, and considered every precaution to guard against it misplaced and unnecessary.

Sir G. Blane,
Dr. Pym,
Dr. Granville,
Dr. Newbury,
Mr. Green.

In the opinions delivered by the Medical Men who have been examined, there has appeared some variety as to particular points;—for the details of their several opinions, the Committee refer to the Evidence itself, which will be found in the Appendix; while they proceed to state the general impressions which they have received from a consideration of them, and the recommendations they have suggested.

It appears to Your Committee, that from the history of the appearances of the Plague which have occurred in Europe during several centuries, there has been a gradual diminution of those appearances in this Country, and that no well established indication of the infection has shown itself here since the year 1665:

That this has been occasioned by a decreased degree of susceptibility of Contagion, owing, in a great measure, to the changes that have taken place, and the improved habits of the people of the United Kingdom: This circumstance, in addition to the usual length of the Voyage from countries liable to Plague, the nature of the Climate of these Islands, and other circumstances, leads Your Committee to believe that there is not much probability that such Infection will be imported, of which the long interval that has elapsed since the appearance of it, not less than the fact brought in evidence before Your Committee, that no instance has occurred of any one of those persons who, in the execution of the Quarantine Laws, are most exposed to the Contagion having been at any time affected, affords the strongest presumption:

That there is a concurrence in the opinions of all the Medical Men, that the regulations of Quarantine, as applicable to this Country, are more than sufficient for its protection from the danger contemplated, although there may be a difference in respect to the particular points on which it would be most expedient that relaxations should take place.

Your Committee having considered these opinions, and the grounds on which they are offered, which will be found in the Evidence, together with the statements of the Merchants previously adverted to, think themselves warranted in proposing the following alteration in the subsisting Regulations of Quarantine, by which they are of opinion, both the Law will be simplified, the burthens and inconveniences arising from it greatly alleviated, the Establishments reduced, and the interests of the Country, as connected with one important branch of its Commerce and Navigation effectually consulted, without so far abandoning the present system of precaution as to expose it to real danger:—

That the Goods coming from the Mediterranean, not included in the first Class, being deemed little susceptible of conveying contagion, should cease to be subjected to restraint; that the Goods of the first Class, from which it is possible on revision the Privy Council may be able to erase some articles, should be alone those to which detention and precaution should be

be hereafter applied, except where Goods of any other kind are contained in Packages formed of materials enumerated in the first Class :

That all Ships bound for London, which shall arrive from any place with foul Bills of Health, or on board of which infection shall have appeared during the performance of the Voyage, shall proceed to Standgate Creek, and there discharge the enumerated Goods into the Lazaretto ; that the Vessel shall then perform twenty-one days Quarantine from the time of having so discharged the Goods ; and the Goods shall also remain twenty-one days in Quarantine after such delivery, with the exception of Fruit, which may be delivered in seven days :

That every Ship from any place with a foul Bill of Health, bound for any other Ports of the United Kingdom, shall proceed to such place or places as shall be appointed by Order in Council, and there perform a similar Quarantine for Ship and Goods :

That every Ship arriving with clean Bills of Health, and where no circumstances of Sickness have occurred on the Voyage from any Port in Turkey or Africa, bound to London, shall bring up for examination at the Lower Hope, in the river Thames, and there wait, without any other than official communications with her being permitted for the purpose of a report to the Privy Council ; and upon the answer to such report being received, shall then, if so permitted, and after having received a Certificate to that effect from the proper Officer of Quarantine, proceed without discharging any part of her Cargo :

That every Ship similarly circumstanced, from any Port in Turkey or Africa, bound to any other Port in Great Britain or Ireland, shall remain at the most convenient Station in or off her own Port of discharge, to be appointed by the Privy Council, or the proper Officer at the Port, without other than official communication, till a report shall have been made to the Privy Council, and an answer received ; and shall then, if so permitted, be admitted to immediate Entry, in like manner as in the former case :

That all other Ships arriving from any part of the Mediterranean, with clean Bills of Health, bound to the Port of London, shall bring up for examination at the Lower Hope, and having been examined by the proper Officer of Quarantine, they shall, upon receiving a Certificate to that effect, be permitted immediately to proceed ; and all other Ships similarly circumstanced, arriving from any part of the Mediterranean, bound to any other Port in Great Britain or Ireland, shall be subject to such examination by the proper Officer, before entering her own Port of discharge :

That in all these cases of Examination, the Ship shall be furnished with a Certificate by the proper Officer ; and that no Ship arriving from the Mediterranean, Turkey or Africa be admitted to entry at any Port in Great Britain or Ireland, without producing a Certificate of having been examined and released.

In offering these recommendations, Your Committee are anxious that they should not be understood as intended to limit the powers possessed by His Majesty in Council, to extend, by a special Order, the regulations of Quarantine to Ships or Goods arriving from any Port or Place whatever, in all cases in which it shall appear expedient for the public safety.

With respect to the Stations in the different parts in the United Kingdom at which Quarantine Establishments may be best fixed, the determination is at present confided to the discretion of the Privy Council, and, as it appears to Your Committee, has been wisely exercised in the situations chosen ; and they merely suggest that the addition of one would be desirable, if such

can be found, more convenient to the Port of Liverpool than Milford Haven, the disadvantages of which are detailed in evidence, and will be more felt as the importations of Cotton from Egypt are multiplied. The Establishment at Carlingford seems to be entirely useless, and we should recommend the discontinuance of it; and that Ships with Foul Bills, destined to any Ports of Ireland, should, in future, repair for the performance of Quarantine to Milford Haven.

It was impossible that, in considering this subject, Your Committee should not have had its attention directed to the several Penalties by which the provisions of the Quarantine Regulations are enforced, including Fines, Imprisonment, and, in a variety of instances, the forfeiture of Life. However important the Regulations in question may be, Your Committee do not, in each of these cases, think the danger of disobedience of a nature to call for the heaviest of all punishment; and are therefore of opinion, that, except in the instances of the forging and counterfeiting, or altering Orders in Council, or other documents mentioned in the 46 Geo. 3, and of a false Certificate given by the Officer, the penalty of Transportation may safely be substituted for the penalty of Death. With respect to the Regulations herein recommended, they are of opinion, that sufficient security will be taken against the evasion of them, by a penalty of 200*l.* for every violation of them, imposed upon the Master or Commanding Officer of any Ship with a foul Bill of Health; or of 100*l.* upon the Master or Commanding Officer of any Vessel with a clean Bill of Health, that shall arrive in the Country.

In conclusion, Your Committee beg to submit to The House, that the precautionary Regulations to which their inquiry has been directed, although applicable to a particular branch of Trade, have been established by the Legislature for the general security and protection; and that, as it is a national object that the Trade should be carried on with the Levant, the means of enabling individuals to carry it on without danger to the Country, is a matter of national interest. And notwithstanding it may be true, that any Charges imposed on Freight or Merchandize, wherever they may, in the first instance, fall, must be ultimately paid by the Consumers; yet Your Committee are of opinion, that it would be more consonant to justice as well as more beneficial to the Trade, that the charge of Quarantine should be immediately borne by the Public, and they therefore recommend, that in future all Vessels subject to Quarantine should be exempted from the Duties imposed for the purpose of defraying the Expenses arising from it, and the Fees reduced. Your Committee have less difficulty in proposing this change, because it is only a return to the former System, which was professedly departed from for the accomplishment of an object long since abandoned.

Your Committee have only further to add, that should the suggestions contained in this Report, for the alteration of the Quarantine Law, be adopted, they recommend the repeal of the existing Laws upon the subject, and the incorporation into a single Act of all the Legislative Provisions by which it may be thought expedient that the British Quarantine should be hereafter regulated.

14 June 1824.

MINUTES OF EVIDENCE.

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MINUTES OF EVIDENCE.

QUARANTINE.

Jovis, 25^o die Martii, 1824.

The Right Honourable CHARLES GRANT, in the Chair.

*Samuel Briggs, William Buckle, John Nicholls, and George Lyall, Esquires,
Called in; and Examined.*

YOU are a merchant?—(*Mr. Briggs.*)—Yes.

You are well acquainted with the state of the Quarantine Laws, with their practical operation?—With their practical operation in England.

Will you be so good as to state what is your opinion of those laws, whether they give rise to any just complaints?—I have found myself, on examination, that the quarantine duties bear very unequally upon the trade of the country. I transmitted to the Board of Trade two years ago a statement, and pointed out where it was very burthensome upon some articles and very slight upon others; which, if the Committee will allow me to refer to, will explain it in a moment.

Will you explain what the duties are, how they attach?—They are by Act of Parliament levied upon the *registered tonnage* of vessels; foul bills pay at the rate of 15s. a ton; clean bills at the rate of 7s. 6d. a ton; and in the port of London there is an additional shilling per ton levied; whether the vessel brings a full cargo, or brings only a few packages, the same duty is levied: in the latter case, it falls excessively heavy upon the few goods that are brought; so also upon vessels of a particular description, like fruit ships, which are built very sharp for sailing, and only carry two-thirds or one-half their register tonnage, it operates upon them to a double amount; instead of paying 15s. they actually pay 30s. or 32s. per ton.

What is the nature of the consideration for which the tonnage duty is paid, the 15s.?—It is the ventilation and expurgation of the goods: if the vessels have foul bills they pay at the rate of 15s.; and if the cargoes consist of goods enumerated in the first class, the vessels are detained about forty days, and I believe the goods altogether are detained nearly sixty; but the great defect in the laws appears to me to be this, that there is no discrimination with respect to the rates of duties; they make no difference between susceptible goods and non-susceptible goods; they all pay alike 15s. per register ton. Cottons pay the same as linseed, and linseed the same as valonia.

Is there no variation in the rates in respect to the time a vessel remains in quarantine?—With clean bills goods are only detained a short time: I believe cottons are only fifteen days, and non-susceptible goods, like grain and linseed, are generally admitted immediately to pratique without performing any quarantine; but notwithstanding that, the duty is levied just the same, as if the whole quarantine was performed. If it would not be occupying too much of the time of the Committee perhaps they would permit me to read the statement I before referred to, which was laid before the Levant Company two years ago, and which was approved by the whole trade.

[*The Witness delivered in the same, which was read, as follows.*]

“ Sir,

“ As bills have been brought into Parliament by the vice-president of the Board of Trade, for improving and extending the foreign commerce of the kingdom, by the removal of all unnecessary restrictions, and by the diminution of some of the

*Samuel Briggs,
William Buckle,
John Nicholls,
and
George Lyall,
Esquires.*

(25 March

Samuel Briggs,
William Buckle,
John Nicholls,
and
George Lyall,
Esquires.

(25 March.)

heavy burthens to which it has hitherto been subject, the moment appears particularly favourable for obtaining a modification of the quarantine duties and regulations which peculiarly affect the Levant trade, so as to make them more applicable to present times, and remedy the defects which experience has proved to be injurious to its prosperity, in addition to the causes operating in common on other branches of our foreign trade.

"The worshipful the Levant Company being more particularly interested in the quarantine laws, I beg, through your medium, respectfully to submit to the consideration of the Court of Assistants the substance of my observations; the more so, as in a recent publication, circulated among the members of the court, and dedicated by permission to the vice-president of the Board of Trade, it is recommended as a matter of convenience to merchants and ship owners, that the tariff established by the Levant Company some years ago, should now be adopted by the Lords of the Treasury as a *permanent regulation*, subject to a few alterations. From the liberal principles advocated by the author throughout his work, it is evident he assumes this tariff to be beneficial to the public, without being exactly aware how it operates on the Turkey trade.

"The sanction of the Levant Company's authority, in a regulation of this nature, may well be supposed to carry with it considerable weight, both with the Board of Trade and with the public; and though, in the origin, this tariff may have been adapted to its purpose, yet when it is proposed to confirm it, while the laws affecting other branches of our Foreign trade are undergoing revision, it seems the more necessary to investigate its merits, and ascertain how far it is suited to the present state of the trade.

"It might have been desirable that some member of the company, of greater practical experience, had undertaken the task of developing the effects of the present system, but feeling it bears particularly hard on the trade with Egypt, and that it is important to lose no further time, now that the bills adverted to are speedily to come under the consideration of Parliament, I trust to the liberality of the Court of Assistants for any inaccuracies that may involuntarily appear in my statements.

"The basis on which the tariff in question appears to be founded, is the rate ordered to be levied by the Act 45 George 3, on all vessels subject to quarantine, of 15*s.* per register ton, with foul bills of health, and 7*s.* 6*d.* per register ton, with clean bills, for the purpose of raising a fund for building a capacious lazaretto on Chetney Hill. The early relinquishment of that plan, and the continuation of the old system of floating lazarettos, without any diminution of the rate originally fixed, affords, *prima facie*, a reasonable presumption that a material reduction may now be made, even supposing the tonnage at present employed in the trade to be no greater than it was twenty years ago. The statement given in the publication alluded to warrants the same conclusion, but in the absence of all accounts respecting the income and expenditure of the quarantine department, greater precision cannot be expected.

"On reference to the Act of Parliament above cited, it will be seen that, contemplating even on the extended scale of the original plan the possibility of an excess in the income over the expenditure, a clause was inserted in the Act, authorizing the Commissioners of the Treasury to reduce the rate whenever it should be found more than sufficient to defray the charges incurred by the quarantine establishment. Under such circumstances, a representation to the proper quarter can scarcely fail to procure an equitable reduction.

"It is not, however, simply in the amount that an alteration is desirable. The principle on which the quarantine duty is levied appears equally objectionable, by the rate being fixed on the register tonnage of vessels, instead of being on the tonnage of goods. This practice has the advantage of simplifying the collection to the officers of the revenue, but is done at the expense of the merchant, and is attended with many evils. In some instances the merchant is thereby liable to pay double the rate intended by the legislature, and it gives rise to vexatious disputes between the merchant and ship-owner; for whether a vessel brings a full cargo or is only partly loaded, the quarantine duty is indiscriminately levied on the whole tonnage of the vessel; and as no ship is permitted to make entry at the custom-house till the quarantine duty is paid by the ship-owner or agent, the merchant has no means of redress. This mode of computation falls equally hard on importers of goods by vessels of peculiar construction, like the fruit ships, which being sharp built, for sailing more than for burthen, are often incapable of loading more than two-thirds of

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of their register tonnage; and the merchant in this case pays a heavy quarantine duty on an imaginary bulk, the same as in the other instance he pays on an empty space.

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"But the most material disadvantage, arising from the system of levying the quarantine duty indiscriminately on the register tonnage of vessels, instead of on the goods, is, that cargoes not susceptible of contagion, consisting wholly of articles which cause neither trouble nor expense to the quarantine establishment (beyond the pay of two guards put on board) are nevertheless subject to the same heavy charges as cargoes composed entirely of articles enumerated in the first class, considered highly contagious, and which in fact alone render necessary a quarantine establishment for the preservation of the public health; for instance, cargoes of valonia, fruit, linseed, grain or oil, with clean bills of health, are altogether exempt from quarantine, but are still subject to the charge of 7s. 6d. per register ton; and with foul bills, such cargoes may be delivered after ten days detention on board, without being removed to the floating lazarettos, and yet they are taxed indiscriminately 15s. per register ton, just as much as cargoes of cotton wool, sheep's wool, silk, sponges, and similar articles, which must be conveyed from the importing vessel to the floating lazaretto, and there undergo the process of being opened, aired, and handled, for the space of forty days, necessarily occasioning much labour, danger, and expense, to the quarantine establishment. So heavy and disproportionate a tax, on non-susceptible cargoes, it may be presumed, was not originally contemplated.

"On the present average saleprices, the quarantine duty with foul bills amounts,

1st Class Articles:—	On Cotton	-	-	-	$2\frac{1}{10}$	per cent.
	Flax	-	-	-	$2\frac{1}{3}$	per cent.
	Sponges	-	-	-	$\frac{1}{6}$	per cent.
	Brussa Silk	-	-	-	$\frac{1}{4}$	per cent.
	Carpets	-	-	-	$\frac{1}{3}$	per cent.

2d Class Articles:—	On Madder Roots	-	-	-	$3\frac{1}{3}$	per cent.
	Safflower	-	-	-	$\frac{1}{2}$	per cent.
	Galls	-	-	-	$\frac{1}{2}$	per cent.
	Common Yellow Berries	-	-	-	$1\frac{1}{2}$	per cent.

Non-susceptible Articles:—	On Valonia	-	-	-	4	per cent.
	Figs and Raisins	-	-	-	$1\frac{1}{2}$ & 2	per cent.
	Linseed	-	-	-	$5\frac{3}{4}$ & 7	per cent.
	Rice	-	-	-	4	per cent.
	Boxwood	-	-	-	$4\frac{1}{2}$	per cent.

"It is thus seen that the burthen falls peculiarly heavy on those articles which are of comparatively small value, and which are precisely those that cause least expense to the quarantine department and give the most employment to shipping. If in strict justice they cannot be wholly exempt from the quarantine duty, at least in good policy they should be taxed no higher than the expense incurred by them. In times of peace a tax of four and seven per cent is an object of importance, and by checking importation it is as injurious to the ship-owner as to the merchant and revenue.

"In the tariff of the Levant Company some distinction is made in the rates of the quarantine duty, between different descriptions of goods, but being apparently founded on the government rate of 16s. per register ton, the distinction is more nominal than real; and that tariff will therefore be found liable to most of the objections as above stated.

"The quarantine duty in the port of London is 1s. per register ton higher than at the out-ports, being 16s. per register ton with foul bills, and 8s. 6d. register ton, with clean bills; while in all other parts of the kingdom it is only 15s. and 7s. 6d. per register ton—a distinction it would be desirable to remove, if no adequate advantage attends it.

"No substantial reason apparently exists why the quarantine duty should not be levied on the goods in the same manner as the customs, which vary on every article according to the interest of trade or the revenue; by making a scale of duty, founded on the nature and value of the goods, to be collected by an officer of customs, would remove the fundamental grievance, and would prove a great relief to the ship-owners as well as merchants. Though the quarantine duty never was

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intended to be an object of revenue, it may be reasonably inferred that any abatement in the duty would be compensated by an increase of the trade.

"In the Mediterranean free ports, where lazarettos are established, the quarantine duties on most articles are very moderate, and by this, with other savings, cargoes of non-susceptible articles, the produce of the Ottoman dominions, have been often brought to England from Italy, where they had been carried in foreign bottoms, and thus our ship-owners have enjoyed only the short, instead of the long voyage. The new law, proposing to allow the importation into England of Turkey produce from all parts of Europe, makes it so much the more essential for the protection of the direct trade to the Levant, to make every practicable reduction in our quarantine and other charges, so as to be as much as possible on a par with other nations.

"The natural disadvantages under which the Levant trade labours, render economy in charges indispensable to its success; for every additional burthen on Turkey produce operates as a check on the trade, and as a bounty on the productions of the same nature from other countries, which, by their greater proximity to England, or exemption from contagious disorders, already enjoy superior advantages. This is exemplified in the cotton, wool and rice of America; the fruit of Spain; the silk of Italy; the madder roots of France; the oil of Gallipoli; and the linseed of the Baltic, against which the produce of Turkey and Egypt has to contend.

"The Court of Assistants, it is hoped, will see sufficient grounds in this statement to refer it to a committee for examination, but as this may require more time than the progress of the new bills through Parliament may render desirable, it is my intention, if not deemed irregular, to transmit a copy of this letter to the secretary of the Board of Trade, for their more early information; and I shall be happy if, under the correction of the company, it leads to an improvement of system beneficial to all concerned in the Levant trade.

20th April 1822, }
Gould Square. }

I have the honour to be, &c.

(signed) S. Briggs."

"P.S.—Though nothing is wanted incompatible with the public health, it may be deserving of consideration, in revising the quarantine regulations, whether some abridgement of the term of thirty days might not be safely made in the quarantine of vessels, after all the enumerated goods have been discharged into the lazarettos. The loss of time, with the expense of wages and provisions for the crew, are severely felt by the trading and shipping interests."

"To George Liddell, Esq.

"Sec. to the Worsh^l Levant Company."

(Mr. Briggs.)—The Levant Company in consequence assembled a general court two days afterwards, by which it was approved in toto, and a memorial was presented from them. I have here some other papers and calculations, more in detail, which show how it affects goods in bond, and goods for home consumption.

[The Witness then delivered in the Memorial, which was read, as follows.]

"To the Right Honourable the Lords of the Committee of His Majesty's Most Honourable Privy Council for Trade.

"The Memorial of the Governor and Company of Merchants of England, trading into the Levant Seas,

"Setteth forth,

"THAT your Lordships being engaged in the arrangement of plans for advancing the interests of the trade of the country, your Memorialists deem this a proper moment to represent most respectfully to your Lordships, That, having been led to consider the effects produced upon the Levant trade by the operation of the Act 45 Geo. 3, cap. 10, intituled, 'An Act for making further provision for the performance of Quarantine,' your Memorialists find it to be seriously oppressive, inasmuch as the duty of 15s. for every ton burthen of every ship coming from Turkey without clean bills of health, and 7s. 6d. for every ton burthen of ships coming with clean bills of health, (16s. and 8s. 6d. in the port of London) with the addition of other incidental charges, amount to a tax onerous upon all articles, and upon some almost prohibitory.

"In regard to the duty itself, the plan for erecting land lazarettos, the main object of the Act, not having been carried into execution, your Memorialists are encouraged

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encouraged by the 4th and 8th clauses of the Act to entertain hopes that your Lordships may be enabled to direct a material reduction, if not a total repeal of it. And in regard to the prohibitory effect alluded to, your Memorialists find that it arises from the duty being levied upon goods almost indiscriminately; for although, in compliance with the direction of the Act, it is levied in the first instance upon ships for purposes, no doubt, of mere official convenience, the 6th clause of the Act authorizes the ship-owner to recover from the merchant 'such sum or sums of money as shall be equal to the just and reasonable contribution which the proportion of tonnage, that such goods and merchandize bear to the tonnage burthen of the ship, shall require.'

"So that upon sharp-built vessels and vessels only partly laden, the duty, heavy as it is, is frequently doubled in amount.

"Another consequence of this enactment is, that goods of the third class, deemed the least susceptible of infection, and allowed to remain in the ships which brought them, therefore the least expensive to the quarantine establishment, pay much more in proportion to their value than those of the first class, of less bulk and weight, and which are transferred to the lazarettos, and undergo all the forms prescribed for expurgation; an anomaly certainly not contemplated by the legislature, and which is fully exposed in detail by Mr. Samuel Briggs, an intelligent and experienced merchant, by letter addressed to the secretary of your Memorialists hereunto annexed.

"Reference having been made to the Levant Company's tariff for apportionment of the duty, your Memorialists beg leave to observe, that it was of necessity drawn up with reference to the 6th clause, and is therefore liable to the same objections.

"Your Memorialists beg leave further to submit, but without any intention to revive the discussion of the important subject of contagion, that the duration of quarantine, which sometimes extends to sixty days, might, in many cases, with perfect safety be abridged.

"Having thus presented the subject generally for your Lordships consideration, your Memorialists being assured of your Lordships desire to relieve the trade of the country from all unnecessary restraints, doubt not the Quarantine Act will undergo many beneficial amendments.

"Being now before your Lordships, your Memorialists feel that they would be wanting in their duty if they were to abstain from declaring to your Lordships that, if the proposed alterations of the Navigation Laws are to be carried into effect, the only hope which will remain to them of being able to compete with the *foreign* merchant in the *direct trade of this country with the Levant*, will rest solely on the material diminution of quarantine, and other charges incident to the importation of goods into the United Kingdom in British ships.

"All which is most respectfully and earnestly submitted for the serious consideration of your Lordships.

"Levant Company's Office, } (signed) "John Theophilus Daubuz,
 "August 26th, 1822. } Treasurer."

You have stated, that those duties were laid on for the purpose of building a lazaretto at Chetney Hill?—Yes.

That has not been effected?—No; it was commenced, and after a considerable sum of money was expended, the situation was found to be insalubrious, and in consequence, the building was taken down, and the old system has been continued to the present day; floating lazarettos, instead of a lazaretto on shore.

Is the income now from those duties beyond the expenditure necessary for the establishment?—That I am not able to state. I understand the expense has been considerable; but it should be remarked, that before this Act of Parliament the whole expense of the quarantine establishment was defrayed from the consolidated fund; it was never a tax upon trade till it was thought expedient to build a lazaretto; then it was said, as a great expense would be incurred, it would be proper that the trade should contribute to it.

That was by the Act of 45 Geo. 3, was it not?—I believe it was in the year 1800, and was confirmed by order in council of April 1805.

Have you, since the date of this memorial, given in a paper to the Board of Trade respecting linseed particularly?—Yes, I did. I found that the Committee here were engaged with other important measures, and that the question of the quarantine

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quarantine laws was not likely to come forward ; and, therefore, as my house had it in contemplation to bring large quantities of linseed from Egypt, we presented a memorial to the Treasury and Board of Trade by which it was sanctioned, and the Treasury in consequence granted the petition.

What was the change petitioned for?—That instead of bearing so heavily as it does now, from five to seven per cent, the duties should be reduced to 6*d.* a quarter on clean bills, and 1*s.* a quarter with foul bills, which the Treasury has acquiesced in, and even that is a tax upon trade of two per cent on foul bills, and upon clean bills one per cent ; but still that is a tax which it would proportionally bear, so long as the Turkey trade contributes as at present.

Do such articles as those give no trouble at all?—None. When a vessel arrives either from Egypt or Turkey, two quarantine guardians are put on board, who are paid by the merchant half-a-crown a day each man, and after the expiration of eight or ten days, according as the Privy Council thinks expedient, the men are discharged, and the cargoes come up to us ; but there is never a grain removed from the vessel, it remains in the hold. If it had to be conveyed to the floating lazarettos, so that there was some trouble incurred, then it would be fair ; but the seed merely remains at the creek, without being removed from the importing vessel.

Is there no other object to be attained but the detaining the vessel, and putting those guardians on board?—I should imagine not. If the people on board are in good health, perhaps it may be a proper precaution ; but after a vessel has been forty or fifty days on the passage from Turkey, there does not seem to be much danger.

Is not there any investigation as to the state of the health of the crew?—On their immediate arrival, there are printed interrogatories answered by the captains.

Is not the additional time necessary to transmit a report of such investigation to the proper authorities, and to receive instructions for the release of the vessel in return?—The only time necessary for that is two days. Standgate creek is only thirty or forty miles off, and the report is sent up to the Privy Council, and with clean bills the answer is generally sent back by return of post.

Then when the bills are clean, the detention is not so much as ten days?—They are released immediately by return of post, but then we pay the tax just the same.

Are you of opinion that this is a prudent detention, growing out of necessary investigation, and that the detention does not last a longer period than is necessary for that purpose?—I should rather beg to differ on that subject.

The question refers to *clean* bills?—There it is, certainly.

Are the Committee to understand that is your opinion with regard to clean bills?—Certainly with regard to clean bills : it is only with foul bills that the detention of linseed and non-susceptible cargoes appears unnecessarily long ; for with such articles there is no trouble, no discharge of cargo, and therefore it appears hard that they should be taxed double the amount they would if they had brought clean bills, and exactly the same as if they brought a cargo of cotton wool.

Will you state to the Committee what the course of proceeding is in each case, with every description of cargo?—With non-susceptible goods, like linseed and grain, a report is sent to the Privy Council, and invariably by the return of post, (if the vessel brings a clean bill, and the crew is in perfect health,) they are admitted to pratique ; but still they have to pay the same duty as a cargo of cotton wool, with a clean bill ; they pay 7*s.* 6*d.* a register ton, without distinction : cottons and other susceptible articles are discharged into the lazarette, and remain there I think for fifteen days. In that case, as there is trouble and expense incurred, it is but fair they should pay 7*s.* 6*d.* per ton, or at least some contribution ; but that a vessel which never discharges a bushel of grain or linseed should be taxed the same as a vessel containing articles which are removed to the lazarette, is considered a hardship : then with respect to *foul* bills of health, valonia, linseed, and other non-susceptible cargoes, are detained ten or eleven days generally, but never removed from the vessel ; the goods always remain on board the same vessel in which they are imported, and yet we are obliged to pay double the rate, or 16*s.* a ton.

Is the ship detained while the cotton is airing under a *clean* bill, in order to re-load it?—No, it must discharge all the susceptible articles like cotton or flax, and the vessel is then released.

Will you explain to the Committee what the nature of a clean bill is, and under what circumstances it is given?—All vessels coming from the Levant are provided with

with bills of health, and if the plague is not in the country, they bring a clean bill: that is generally the case for eight or nine months in the year; then they are subject to the duty of 7 s. 6 d. per register ton.

The Committee are to understand that a clean bill certifies that the plague does not prevail at the place from which the ship comes?—Yes.

What is the nature of a foul bill?—To certify that the plague does rage in the country.

That is not confined to the Levant?—Turkey and the Levant principally, and Barbary too.

Are bills of health required, either one description or another, with all vessels repairing to ports of this country from ports in the Mediterranean?—I am not aware whether, with vessels coming from France or Italy, it is requisite; but from the Levant it is necessary.

Have you ever known of a vessel arriving from the Levant without a bill of health?—No vessel would be admitted to pratique without one. It is a law, that if they arrive without a bill of health, they are to perform quarantine. The consuls invariably are required to furnish bills of health. It is not particularly confined to English vessels, but it extends to French, and Spanish, and Austrian.

The bills of health are required also from vessels coming from any port with certain descriptions of cargo?—Not from America, nor from the East Indies, nor from the north of Europe; from the Baltic, there is nothing of that kind.

What is the course that is followed when a ship comes from the Baltic loaded with certain descriptions of goods; are they not required to bring bills of health? (*Mr. Buckle.*)—A cutter is stationed at Holyhaven for the purpose of boarding all vessels homeward bound, and if they have any produce of the Levant on board, or any suspicious case of sickness or death, the ship is detained till instructions are received by return of post; but if not, a certificate is granted, and the ship passes up.

Is that the practice wherever the vessel may come from, presuming that she has Levant articles on board?—There are vessels stationed for the express purpose of speaking all vessels from the northward.

Then the Committee are to understand that Levant goods on board ships subject the vessel to quarantine wherever she may come from?—Wherever she may come from.

Is the inquiry made of every vessel, wherever she comes from, whether she has those goods on board?—They can only be brought from certain places; from all those places from whence they can be brought.

That is by the same Act of Parliament, is it not?—The whole must be regulated by the same act.

Under the last act, are not goods permitted to be brought in British ships from any part?—Still subject to the quarantine laws.

(*To Mr. Briggs.*)—Will you state what course is followed when a ship arrives with a foul bill of health?—If the cargo is non-susceptible, like linseed or valonia, the vessels are detained ten days, without discharging any particle of their cargoes; they are merely detained at the creek, and two men put on board to prevent communication; they are subject to the double duty, just the same as a cargo of cotton wool, or any thing of a contagious nature; then with cargoes of cotton wool with foul bills, which are aired previously on board the vessel itself, they take up a certain number of bales each day, and spread them out on the deck; then after a few days more, which is prescribed by Act of Parliament, they are sent in lighters to the lazaretto, and it will take ten, fifteen, or twenty days, according to the size of the vessel, before the whole of the cargo can be discharged into the lazaretto: the quarantine only commences when the whole of the cargo has been discharged, so that very frequently instead of being detained forty days they are detained sixty. The quarantine only commences from the date of the last bale being discharged.

Will you state to the Committee what course is pursued on board the lazaretto with goods that are susceptible of infection?—I am not exactly aware of the process; I believe that they open them, but I am not acquainted with that.

(*To Mr. Nicholls.*)—Can you state that?—Mr. Briggs has not stated exactly the process on board. As many susceptible goods as can be taken with safety are kept on deck for six days, then they are removed in the ship's boat to the lazaretto, and then another parcel is taken for three days, a third parcel is likewise taken

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taken up for the same time, and on the fourth day is put on board the lazaretto. After those days, if there is no appearance of sickness (which never has been the case yet), then the ship is allowed to haul alongside the lazaretto, the goods are then taken out and cut open or exposed; some articles which are considered most susceptible are actually turned out of the packages. Silks are turned out of the packages to the great prejudice of them, and they remain in that state for forty days; the second class are likewise taken out, being put on the same floor with the more susceptible goods; they remain forty days. Taking the fifteen days probationary airings, the three days to put the goods into the lazaretto, and the three days to take them out, makes the whole period sixty-one days. The vessel may be discharged in thirty days, and go with the goods not enumerated, or she may wait and receive the goods out of the lazaretto. The goods are brought up at the expense and risk of the ship-owner, if left by the ship. It frequently happens, that in the probationary airings, the wet gets in, and a great deal of damage is incurred, but there has never been an instance of any accident of sickness arising from it.

By *accident*, you mean there has been no appearance of plague?—No, neither on board the ship, nor on board the lazaretto, nor among the people that are employed in packing and repacking the goods; I have never heard of a single case of the appearance of the plague since the establishment has been formed.

Do you refer particularly to cases of ships coming from ports where the plague was known to exist?—If there is any report of the plague. I have known many instances where there had been a report of persons being landed from Syria with the appearance of plague; in that case the clean bills are immediately stopped, and if it does turn out to be the plague, though the men may have been sent to the hospital, and the thing spreads no further, still till forty days have elapsed the consul will not grant a clean bill of health.

Then is the Committee to understand that it is your opinion that the precautions which are used here are quite sufficient?—More than sufficient.

Is it your opinion that if the airing was confined to the deck of the vessel alone in which the goods are imported, that that would be sufficient?—If it is necessary that they should be aired at all, there would not be room enough on the deck.

If there were room, is it your opinion that that would be sufficient?—Then they would not have room to put away the goods as they were aired.

Is not the object of airing to remove the causes of infection, if it should exist?—The airing on the ships decks is to try if there is any thing like infection in them; but they are ultimately obliged to go into the lazarettos.

Is it your opinion that the quarantine laws are unnecessary?—With clean bills, totally; from every part of the Mediterranean, except Turkey and Barbary: from Italy it appears very unnecessary, because there is no suspicion attaching to any part of the country itself, and therefore the produce of the country cannot give it here; if any goods are imported into Italy or the ports of Spain, within the Straights, from Barbary or Turkey, they cannot go there without performing strict quarantine; and our present practice is, that if a ship coming from Leghorn, or from any place in the Mediterranean, brings with her a certificate that the goods which she has on board have performed strict quarantine, they are released without going into the lazaretto, and are suffered to remain on board the vessel.

Does it not appear to you that the goods, though shipped at a place where the plague does not exist, yet coming from the interior of the country, where it may be more difficult to ascertain that fact, and being of a nature to convey infection if the plague did happen to exist in the quarter from whence they came, that it is a prudent precaution to make such vessels, though having a clean bill of health, liable to inspection?—That might be useful, so far as regards Turkey and Barbary, but certainly not for Italy; for if the plague was on the frontier they would not allow any communication.

Would you then recommend to the Government of this country to depend for security against the plague upon the precautions taken in foreign countries?—So far as that, because previous to 1800, all ships were admitted with clean bills that had performed quarantine in foreign ports.

Are you acquainted with the practice in other countries in Europe in such cases, in Holland and the Hans Towns?—In the Hans Towns I do not recollect; in Holland the practice on admitting ships with foul bills used to be, when a vessel arrived without a clean bill of health, there were two or three persons, one of whom was a notary, went on board the ship and examined the crew and passengers, to see the

the state of their health; if there was no sickness on board, they permitted them to put the cottons out; that was the article generally going there: the cottons were put into the craft and laid alongside the vessel; they never had any airing or any thing of that sort, and they laid there a short period; and afterwards they would go on board again and examine the vessel, and again a third time: if they continued in health on the twenty-first day they would then discharge them; but latterly they have been more lax in their management of quarantine.

You state that this was the practice when there were no bills of health?—No bill; and a foul bill is the same thing.

But in cases where there is a clean bill of health, does any examination take place?—I believe none, but the mere examination of the crew.

Has any injury or inconvenience been found to arise from that practice?—No; the practice now is for the notary and the proper officers to go on board and examine the state of their health, if they find them all in health they quit the ship again; they go on board the ship again, and on the third day they do the same; they make another visit about the ninth, and if they all continue in perfect health the vessel is discharged.

That is in cases of clean bills?—With foul bills, that is the course which has been adopted since 1800.

Can you inform the Committee for what reason cotton is sent from the Levant to Holland to be reshipped from thence to this country?—I believe in consequence of our quarantine regulations being so much more strict than those in Holland. In a case which came under my own knowledge, two ships arrived pretty nearly at the same time, the one in Holland, the other in the River, and part of the Dutch cargo arrived in London, and was sold; they had brought a certificate of having performed quarantine, no further questions were asked, and the cargo was landed and sold; the parties owning the London cargo feeling themselves aggrieved, came and gave information to His Majesty's government, and the consequence was, that when two vessels more arrived, they were ordered into Standgate Creek to perform the same quarantine as the ship that came direct.

Are you acquainted with the rate of charge that is made in Holland on ships performing quarantine on foul bills?—I do not know.

(*Mr. Briggs.*)—On one article in particular I have got conclusive evidence here, which is the article of linseed; my house in Egypt dispatched three cargoes to Holland, and more than a dozen cargoes to England; at Amsterdam the rate did not amount to one thirteenth, or a small fraction of one per cent, and in some instances a ninth per cent, upon the value of the article; here it amounts to five or six per cent.

Were those vessels provided with clean or foul bills of health?—Clean bills; I think there are some also with foul.

Can you state to the Committee, what the charge in Holland is upon vessels having foul bills?—I have got the accounts here, if the Committee will allow me I will read an extract of a letter I addressed to Mr. Herries, which is exactly in point; vessels that sailed at the same period for London and for Amsterdam; the letter is dated the 2d of June 1823, of which the following is an extract:

“Were further proof necessary of the policy of such relief, and of the correctness of the petition from my house of 15th October last, strong confirmation is afforded by the late arrivals from Alexandria. The ship *Wm. Parker* was dispatched from Egypt for London, at the same time as the Danish ships *Nicolino* and *Vigilantia* to Amsterdam; all were loaded with linseed, and all had foul bills of health. The quarantine charges at *Amsterdam* have not exceeded 5*l.* for each ship and cargo, while for the *Wm. Parker* we have paid 188*l.* 16*s.* being at the rate of 5 $\frac{1}{4}$ per cent on the whole cargo. The charge has fallen proportionably heavy on other cargoes, though neither has put the quarantine department to the expense of 10*l.*”

Those instances apply to vessels loaded with linseed only?—Yes.

Can you inform the Committee what the charge in Holland is on vessels loaded with goods which are liable to convey infection?—I cannot answer that decisively; but I believe the process is much the same as that described by Mr. Nicholls, that they merely interrogate the crews; they have no lazarettos there, and the goods are admitted after a short time.

The question referred to the rate of charge made by the Dutch government in cases where the cargo on board has consisted of goods liable to produce infection?—

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and
George Lyall,
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I believe there is no additional rate, but it is the same on articles considered infectious as upon those non-infectious.

You have stated that in cases where vessels arrive with foul bills a repeated examination of the crew takes place, and if they are found in health no further measures are taken; but in cases where any part of the crew are found to be indisposed, or in bad health, what course is adopted then?—I cannot answer that, I believe no such circumstance has ever occurred.

(*Mr. Nicholls.*)—We have had instances where people from common causes have been ill after the arrival of the vessel, but that has been ascertained by the proper officer not to be the plague, and the ship has been immediately discharged as soon as the nature of the disease has been ascertained; but never from the first year of the establishment of the lazarettos have I ever heard of the least appearance of the plague at any of our quarantine stations.

Is any provision made by the Dutch government against such cases should they occur?—I believe there is no establishment whatever there, I never heard of any.

Nor any where else on the continent that you are acquainted out of the Mediterranean?—At Hamburg I know of one ship that went twice there, and she went into Cuxhaven, and questions were asked of the master, the next morning he received his document, and proceeded to Hamburg and discharged his cargo. The same ship went some time since from Leghorn with cotton and other susceptible goods on board, bound for Petersburg, she was stopped at Elsinour, and remained there one day only, and the next day got her quarantine pass, and no further questions were asked.

In the instances at Hamburg were the ships provided with clean or foul bills?—With clean bills, I never heard of ships with foul bills going to any other port on the continent but in Holland.

Is it not required that a vessel coming from Hamburg, or any other place with Levant produce, shall bring a certificate from the consul?—They ought to bring a certificate from the consul that the Levant goods have performed regular quarantine there, or else perform quarantine at Standgate Creek, but it frequently passes without notice. I remember two or three instances after passing the last Navigation Act, when goods were permitted to come from France and Holland, the produce of the Levant; I had occasion to make inquiry, and I found that neither of those ships had performed quarantine, nor was it known for some time after that the goods were the produce of the Levant, and it frequently passes without its being known to be the produce of the Levant. I have actually seen Aleppo galls passed for the produce of Italy, and I have seen gum-arabic passed in the same way.

You said that you never knew any instance of a vessel with a foul bill of health going to any part of the continent except Holland, do you mean to say that no vessels with foul bills of health go to Hamburg?—I believe not; they have no establishment for them at any of those places; I believe they would not admit them. I conclude that is the cause; I never heard of any case occurring.

Then that fact shows the apprehension that is entertained of ships coming under suspicious circumstances of infection?—I believe it is very seldom that a ship goes to Hamburg at all from Turkey, except with fruit; there is so little trade between Turkey and Hamburg that I know it is the wish of the parties to transmit through this country goods to and from Turkey.

Is there any charge made on the cargo for quarantine independent of or in addition to that which is made on the ship in England?—(*Mr. Briggs.*)—There are incidental charges at Standgate Creek.

Can you state their amount in cases of clean bills, and in cases of foul bills?—(*Mr. Nicholls.*)—They are of course obliged to be supplied with provisions; it would be unsafe to permit them to be supplied in any other way; a regular account is made out for them, but it is no more than they would pay in any other way; the only other charge besides that is the Order in Council; there are fees upon the discharge.

You mentioned in a former part of your evidence that the rates of 7s. 6d. and 15s. were charged upon vessels destined for other ports than London: are those rates charged although they do not resort to the lazaretto in the Thames, but go to other lazarettos?—Yes, exactly the same.

The rate is charged for the same object?—Exactly the same, although there is a distinction between the out-ports and London: London is surcharged a shilling per register ton.

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Can you inform the Committee why the charge is higher in London?—I never could trace out any cause; and it is more remarkable that ships performing quarantine in Standgate Creek, that are bound for the northern ports, pay only the low duty, while a ship coming up to London has to pay an extra shilling: it might have been originally intended to pay for the lazaretto at Chetney Hill, supposing that London might benefit particularly by it.

It is merely a custom; there is no law for it?—No.

(*Mr. Buckle.*)—The additional shilling is under Act of Parliament.

Then, in point of fact, is the Committee to understand that the forms now made use of for airing, when necessary, cargoes of goods, either with foul or clean bills of health, are in all respects very much the same as existed previously to laying on the present duties?—Previously to laying on the present duties ships could come only with clean bills: then there was no duty attached to them; but when ships were permitted to come here with foul bills, then there was a duty levied for the purpose of erecting a lazaretto: the former Act of Parliament stated, that as soon as a certain sum was raised the duty was to cease. The Act of the 45th of the late King states the sum that has been advanced from the Consolidated Fund 95,000*l.*, and that as soon as that is paid the duties may be reduced.

In consequence of vessels having been admitted with foul bills, were additional means provided for airing their cargoes from that period?—No doubt there were.

Then has the Government, in consequence, been put to additional expense in providing that accommodation?—I think it could not have been very much additional: they used to have two lazarettos, but they have now three; and they have an hospital: those are the only additional expenses; and formerly, when they had only two, they were frequently obliged to hire vessels in addition: at Milford, I believe, there are two lazarettos: there are only two places where ships with foul bills are allowed to come.

Would not the increased trade of the country have rendered necessary an increased accommodation, if no change had taken place in the system?—No doubt.

Can you inform the Committee what proportion the number of vessels bringing foul bills is considered to bear to the number of vessels bringing clean bills?—That I cannot say, because we have not had any plague for the last seven years of any consequence: there have been ships coming in without clean bills of health at several periods, but not for any long duration; but for the last few years there have not been above two or three ships with foul bills.

Will you inform the Committee what number of lazarettos are provided for the accommodation of the trade of Great Britain?—I do not know.

What is the number of stations?—There is the Standgate Creek, Portsmouth, Motherbank, and Milford: I believe the different stations are all mentioned in the Act; those were all previous.

Are vessels with foul bills admissible to those stations?—No, only at two of them; Milford and Standgate Creek.

Would it not tend very much to the convenience of the trade, if the number of lazarettos for ships with foul bills was increased?—They have hitherto been found sufficient.

For instance, a ship bound for Liverpool, arriving there with a foul bill, where would she perform quarantine?—At Milford; she goes there in the first instance: the great inconvenience they have found from that is, that when they have got out their goods into the lazaretto, and the ship is discharged, the goods are detained a considerable time longer, and the distance from Milford to Liverpool occasions a very considerable expense; they are frequently detained till the wind that would carry them to Liverpool has been lost; and if they have to remove the goods they may take them out in ten days in the craft; but the distance from Liverpool to Milford is so great that it is attended with great expense.

Does not the same objection apply with respect to goods bound for the northern ports of the kingdom?—Certainly; but I have never known of any vessels coming to Standgate Creek bound for the northern ports with fruit.

Would it not be a great accommodation to the general trade of the country, if there were a greater number of stations where vessels with foul bills could perform quarantine?—I believe it would be confined to London and Liverpool.

With respect to the clean bills, you think that no quarantine is necessary; but with respect to foul bills, do you agree with Mr. Briggs?—I had a vessel in the

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creek that has paid, on several occasions, 260 *l.* for duty, when she has had on board 150 ton of fruit; she has merely laid there with all her cargo on board; if she had had a cargo of enumerated goods, she would have paid no more; therefore, it is a very great expense and hardship.

What other expenses had she to pay?—The keeping two officers on board, and the ship's company.

They are detained sixty days?—With enumerated goods it takes them about sixty-one days.

That is more than the time contemplated by the Act?—The time contemplated by the Act is about fifteen days for the probationary airings, and thirty days for goods of the second class, and forty for the first class, making fifty-five days without the days of coming in and going out.

Was not the time of coming in and going out intended to be included in the time prescribed by the Act?—No; they must have the thirty days and forty days clear after the goods are discharged.

With respect to such goods as cotton, though not coming directly from a port where the plague actually exists, with a foul bill, do not you think that in the gathering of the cotton there may be a great deal of infection communicated?—Of course. I cannot speak from personal knowledge; but I have had a great deal of communication with persons on this subject, and I think it totally impossible for a man, who is in such a stage of the plague as to communicate it to the goods, to work at all; it must be the last stage of it before it can be in any way possible that it should be communicated to the goods.

The cotton is gathered by the peasantry?—If a man had the plague at all, if he had it in that slight degree as to allow him to work, I should think it could not attach on the goods; my own opinion is, that unless the matter proceeding from tumors in the bad state of the plague is communicated to the goods or crews, that the infection would last only a very short period.

In the packing of the cotton, might it not be communicated, and immediately after inclosed in the bag?—We have never found it so during the long period in which it has been the practice to open and examine the goods; we have never found any thing of the sort.

The cotton shipped at Alexandria is brought chiefly from Upper Egypt?—(Mr. Briggs.)—It is.

Does not the plague frequently prevail in that part of Egypt where the cotton is raised?—Not so much as near the coast; in some instances it is like the yellow fever, which will break out in one particular island; so likewise, the plague in Egypt sometimes breaks out at Alexandria, and sometimes in the Upper Country, but very rarely in the Upper Country.

Is it packed and prepared for shipping in the country where it is raised?—That is done principally in the neighbourhood of Cairo, but the bales are first formed on the plantations.

Supposing the plague prevailed at Cairo, or the neighbourhood of it, while the packing of the cotton was going forward, would such a circumstance prevent those operations from going on, or would they still be carried forward although the plague existed at the time?—I should think they would.

Then in such case would there not, in your opinion, be a considerable risk of infection being introduced into this country if the necessary precautions were not resorted to?—I should think it necessary that some precautions should be adopted, but that the period of quarantine should not be so long as it is at present.

In such cases, presuming that the cotton was picked in the neighbourhood of Cairo, and that, on its arrival at Alexandria, no plague existed in that neighbourhood, would the vessel loading it bring a clean or a foul bill of health?—A foul bill if the plague is in the country at all.

It is not confined to its being in the place from whence it is exported?—No, it is not confined to the place; but if it is confined to any particular place, it is mentioned in the bill itself to be local, but if it is in different parts of the country, the bill is always foul.

Have you known any instance in your experience of that fact?—Repeatedly. I have been consul myself at Alexandria, and been in the habit of issuing bills of health. It was a singular fact, that after the departure of the British army from Egypt, the plague ceased within two months of that period, and from the year

1803 to the year 1813, there was not a single case of plague occurred in the country, either in Lower Egypt or in Upper Egypt. I resided there till the second expedition came in 1807.

It has frequently occurred since?—Yes, from the year 1813 to the present time, it has recurred almost annually; it was supposed to be brought from Constantinople.

How was it brought at that time?—There was constant intercourse subsisting between the two countries, while the plague prevailed at Constantinople.

Was it at all ascertained how it was brought?—No, it is impossible to say. The Turks take no precautions themselves. It is only supposed it was communicated in that way, as there was no restriction on the trade with Constantinople, where it existed to a great extent; indeed so much so, it was supposed a thousand people died a day from it. During the whole of 1812 there was nothing of the kind in Egypt.

Is it your opinion it was introduced by goods?—It is impossible to say whether by goods or persons; the men go on shore as soon as they arrive.

The plague ceases suddenly, does not it?—In Egypt it has been remarked to cease as soon as the heat of the weather increases; in Cairo and the Upper Country, where the heat is very great, it ceases at the end of June; in Alexandria it continues about a month or six weeks after that; but from the month of September to the month of February there is scarcely ever any plague in the whole country.

Is the change of the weather gradual?—It is very gradual.

What interval is there between the packing the cotton and shipping it?—That is very uncertain; it may be in a month afterwards, or it may be six months; but as soon as the crop is brought in it is packed in the neighbourhood of Cairo and brought down to the Nile, and it may be exported within one month.

Then it is possible that at the time of packing the cotton there may be plague in the country, and at the time of shipping it there may be none; in that case would the ship exporting the cotton bring a clean or a foul bill of health?—It is customary to issue clean bills of health forty days after the last case of plague that may have occurred; it is not at the option of any one consul, for the different consuls assemble to deliberate on the state of public health, and settle the nature of the bills to be issued; if there is any doubtful case of plague, they give them either foul bills, or *suspected* bills as they call them; but forty days after the last case has occurred vessels are entitled to clean bills.

Then the cotton may have been packed before the forty days?—Yes.

At the time of those great heats, when you say the plague ceases, is the atmosphere rendered very humid by exhalations?—The exhalations and the dews are much heavier at that period, in fact they are concurrent with the rising of the Nile; the Nile rises in June.

Can you form any opinion whether the cessation of the plague depends upon the heat, or upon those exhalations?—It is in the country attributed to heat; intense heat or intense cold will produce the same effect. In Russia they have considerable trade with Constantinople through Odessa, and it is always found that when the cold is intense the plague ceases, if it happens to have been introduced.

Can you tell at what height of the thermometer it ceases from heat, and at what height from cold?—I am not competent to say; but the thermometer is generally at about 90 in Cairo at the end of June; from 90 to 95.

Would goods that had been tainted before the plague has ceased, in consequence of the heat, give the plague, when the weather has become cool enough for the plague to exist again?—If the doctrine of contagion is to be believed, it is a possible case I should think, if not exposed to the action of heat or air.

Is not that the opinion of the people of the country?—Throughout the Levant they are all of one opinion; it is always considered there that the plague can only be communicated by contact, and that it is really contagious; but when we look at the experience of Holland and England for so many years, that the trade has been carried on without a single instance, it makes it a very doubtful question; it may not perhaps be irrelevant to state, that I was at Malta during the year 1813, the plague broke out in May, which is the period at which those diseases generally commence, it carried off in about five months about five thousand people, and of those there were not more than a dozen Englishmen; most of them were the natives of the country; which was supposed to be owing to the crowded state in which they lived, the filthy habits of the people, and the difference of dress, food and cleanliness; it

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was said it was introduced from Egypt by some goods. Now it is a remarkable fact, that the government, after landing the captain and crew at the lazarette, engaged at a great expense some Greeks to navigate the vessel back to Egypt, and it was done without any person being taken ill. Mr. Consul Maltass, wrote back after the whole cargo was discharged, that not a single individual who had attended the discharge was infected; now how is that to be accounted for? that is a matter of fact that was at the time stated in the gazettes.

What remedy should you propose, as to the inconvenience of the delay?—I should think that a distinction should be made with respect to those articles which are admitted by the English, and all nations, not to be susceptible of contagion, and that they should not be subject to detention or expense, or not to the same amount; and in respect even to those articles which are supposed to be contagious, I should propose that instead of there being such an enormous time as sixty days, that forty days should be considered sufficient, which is the case in the Mediterranean.

Including the whole time?—Including the probationary airings and the period of their ventilation at the lazarette.

(*To Mr Lyall.*) Is your general impression respecting the quarantine laws the same as has been expressed by Mr. Briggs?—I concur entirely in what Mr. Briggs has stated on the subject, both with respect to the delay and the expense, and also as to the inequality of the operation of the duties.

The Committee understand that under the law as it now stands, the whole of the quarantine duty is, in the first instance, paid on the tonnage of the ship; does not the law also authorize the owner of the ship to receive the amount from the consignees of the cargo?—(*Mr Buckle.*) It does.

Is it not usually so received?—It is; but very frequently it gives rise to disputes between the owner of the cargo and the ship-owner, because the vessel may come out with half a cargo; the ship-owner is obliged to pay the whole rate of the registered tonnage; and then if that is to be recovered upon a few goods instead of upon an entire cargo, the charge is considered to be more than what the legislature authorizes, and at any rate it is conceived a heavy charge.

Do not the Levant Company by law regulate what the rate on each particular kind of goods shall be, by which the members of that company are necessarily bound?—Yes.

Are those regulations in general satisfactory?—They submit to it, as it is founded upon the Government rate of 15s. for foul bills and 8s. for clean bills.

What is your opinion as to the effect that would be produced upon the trade of the country by a reduction of those tonnage duties?—There is no doubt it would be a very great encouragement, particularly to the direct trade, because merchandize coming indirectly, which is permitted by the last Navigation Act; grain and linseed coming from Leghorn or from Trieste, is subject to a very small proportion of this duty; and it cannot be said that at Leghorn and Trieste they have already paid a heavy quarantine duty, for there it is very trifling.

Does not the duty affect bulky articles more than any other?—It does.

(*Mr. Nicholls.*) It affects some articles very heavily compared with others; to show the inequality of it, I will take two articles; one is emery stones, which pay 8s. a ton with a clean bill and 16s. with a foul bill. The article of silk, considered as taking double the room, is rated at 17s. with a clean bill and 32s. with a foul bill. The ton of silk is actually, at the low price of silk at this moment, with the duty attached to it, worth about 2,000 l. while the ton of emery stones is worth about 4 l. and yet we have no means of making a distinction. Again, a ton of fruit is worth about 30 l. or 40 l. with the duty, (which is more than half of it,) that pays 8s. 6d. a ton, while the silk pays only 17s.; whereas if the tariff could be made to bear upon each article, according to its value and nature, the Government might levy as much as they should wish, without bearing heavily upon any article.

(*Mr. Briggs.*) It is in my power to give the Committee the quarantine duty at Trieste and Marseilles. Gum at Trieste pays one florin and twenty karantani on the value of 1,000 florins, so that it comes only to a fraction of thirteen cents of one per cent; on sugar and safflower it is the same. Cotton wool pays eight karantani per bale of 240 funti; and it comes out eighteen cents only of one per cent: it is less than a fifth of one per cent, whilst many of our goods pay two, three, four, or five per cent. Linseed, grain and fruit pay nothing. At Marseilles, silk pays two francs on a bale of 170 pounds, and at the value of fifteen francs per pound, it amounts to about the twelfth part of one per cent; and cotton wool fifteen sols per bale of

300 pounds, which, at the value of eighty francs per 100 pounds, is three-tenths of one per cent.

Are you acquainted with the precautions that are taken at those ports to prevent the introduction of infection?—They are much the same as in England: I believe England has derived its information from those quarters.

Is the expense of maintaining those lazarettos likely to be as much as ought to be incurred in maintaining the lazarettos in this country?—I believe it is considerably less; every thing is so much less in the Mediterranean.

In assorted cargoes, do not the more valuable but less bulky articles follow the more bulky but less valuable, so that when a ship is loaded with cotton, for instance, and with other more valuable articles, but less bulky, would not the port to which the cotton is going be the port to which the ship would go?—Yes, it is so in the case of cotton, because being a bulky article a vessel is soon filled; but hitherto, speaking of the trade of Egypt, cargoes have come entirely composed of linseed, of which 25,000 quarters last year were imported without any cotton, or scarcely any other goods.

Can you inform the Committee to what extent the trade of Egypt is carried with places in Europe within the Mediterranean, and to what extent with places without the Mediterranean?—Within the Mediterranean it is very considerable; with the ports of Trieste, Malta, Leghorn, Genoa, Marseilles, and a few others, not less than eight to nine hundred sail of European vessels were loaded annually, whilst out of the Mediterranean there never had been more than ten or twelve till within the last three years; last year there were more than twenty came to this country alone, and this year it is likely that the number will be very considerably increased by the cultivation of cotton in Egypt.

Then will not the increase of the trade from Egypt to this country lead to a necessity for providing additional accommodation in the quarantine department?—Certainly.

Is the Committee to understand that it is your decided opinion, that if a considerable reduction was to be made in the rates of charge in quarantine duties, as applying both to foul and clean bills of health, that such reduction would materially tend to encourage the direct trade from the shipping ports, in the Levant, and diminish the indirect trade from second ports in the produce of those countries?—I firmly believe it; particularly if coupled with the reduction I mentioned in the periods of quarantine.

In such an event, would not that change be productive of great benefit both to the merchants employed in that direct trade, and particularly to the British shipping that would be occupied in carrying those cargoes?—It would be highly beneficial.

In so far as it would be employed in a long voyage in place of a short one?—Precisely; the freights would be considerably greater. If the Committee will allow me, I will state the actual expense of the establishment of quarantine in England, for the year 1820; I do it to call the attention of the Committee to the station of Milford Haven: there are but two stations in the kingdom for *foul* bills of health; Standgate Creek for London, and Milford Haven for Liverpool and all the ports in the Irish Channel; Liverpool is the central port of the manufacturing districts, and the western trade of England; it is there that a station is wanted for the trade of the Levant and the Mediterranean. Milford Haven is too distant, and the Irish Channel is considered in winter so dangerous in its navigation that the underwriters would require additional premiums from Milford to Liverpool, as for a second voyage. No vessel that has taken on board 1,000 bales of cotton would be able, after discharging them at the lazarettos in Milford, to retake on board above 300 or 400; then what is to be done with the surplus? it would be necessary to charter other vessels. Now if there was to be a station near to Liverpool, the goods might be conveyed by barges or hoys, as is done from Standgate Creek to London. As to danger of infection, it is quite visionary; for at Leghorn the lazarettos are close to the town; they are built *on shore*; they have not the security that we possess, in having them *afloat*. At Leghorn there are three lazarettos, one quite contiguous to the town; there is a second about two miles from the town, and a third about three miles. As no danger has happened there, after the experience of a century, it is quite visionary to talk of danger at Liverpool.

Would you propose to move the Milford Haven station to Liverpool, or to have two stations for foul bills?—I should think it desirable that the one at Milford

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Haven should be continued, but on a reduced scale. If the Committee were to get a return of the number of vessels that have performed quarantine at Milford Haven, distinguishing such as discharge their cargoes in the lazarettos, it would afford materials to judge of its utility. The expense of that establishment, in 1820, was no less than 5,400*l.* If we had a return of the income from that station, I apprehend it would be quite a trifle; and if a distinction is drawn between the vessels which have paid duty on cargoes discharged at the lazarettos, and those which have paid duty on cargoes not discharged, it is my opinion, that it will be found that there are few instances of susceptible cargoes, with a foul bill, having been landed at Milford Haven; or if there have been more than two or three, the advantage has been disproportionate to the expense. If the bulk of this station was to be transferred near to Liverpool, it would be of great utility. There has been an argument advanced to show, that the rate levied by Government should not be diminished, because the revenue is found not to be greater than the actual expense; but, on looking at the official returns of the expense for the year 1820, I find that for Plymouth there is a charge of 795*l.*; for Portsmouth 2,758*l.*; and Falmouth, 589*l.* Those are Government stations, where merchant-ships very rarely go; they are for packets, transports, and for men-of-war. Why the trade should bear that expense, when, before the quarantine Act, Government used to support the whole, is another consideration for the Committee; for, if this is analysed, it will be found that really very little of it regards the trade. There are a number of stations, London, Rochester, Bristol, Milford Haven, Liverpool, Scilly, Hull, Newcastle, and others; but Milford Haven and Standgate Creek are the only two for *foul* bills.

Supposing a vessel arrived at Milford Haven from Alexandria, having on board 1,000 bales of cotton, having discharged her cargo into the lazaretto, and coming to reload it again, not having the means and facilities for repacking which she had at Alexandria, what proportion is it probable that she would be able to take in?—At the most, one half.

Then by what means must she convey the other half to Liverpool?—There will be no means but by chartering other vessels, for the distance is too great, and the passage too dangerous, to be conveyed in barges.

In the winter months, what proportion do you believe the freight from Milford to Liverpool would bear to the freight from Alexandria to Liverpool?—They would take into consideration the chances of the weather, because the great hindrance is the detention by winds and weather; the distance is short; the voyage may be accomplished in a week, but they may be a month about it. I should suppose, that taking the average, it could not be done under 20 or 25 per cent of the freight from Alexandria.

What proportion would the premium of insurance from Milford during the winter months bear to the premium from Alexandria?—I would rather refer that to Mr. Nicholls.

(*To Mr. Nicholls.*)—What proportion would the premium of insurance from Milford during the winter months bear to the premium from Alexandria?—I should think it would be very nearly two-thirds; but I do not think it can possibly be done under 20*s.* or a guinea, and frequently we do our insurances for 30*s.* from the Levant.

Then supposing, in the first instance, the ship had been destined to Milford and not to Liverpool, would not the freight be the same?—Exactly.

Then, in point of fact, the expense of freight of a moiety of the cargo, and insurance upon it, is incurred wholly on account of the situation of Milford being so remote from Liverpool?—Certainly.

Then if the station was in the immediate neighbourhood of Liverpool, would not that expense be almost wholly saved?—Yes.

(*Mr Briggs.*)—And the delay, which is almost equally important, would be saved.

Would not it be necessary to have some establishment at Milford for the trade of Bristol?—Probably it might, but a very small one.

What is the difference between the expense of a station for clean bills and for foul bills?—The same officers perform the same duty for clean and for foul bills.

(*Mr. Nicholls.*)—Except the additional guardians which they find it necessary to put on board the ships.

What remuneration is given to those persons?—Of course they are superior to common tidesmen, and it is probable that the expense may be about 60*l.* or 70*l.* a year,

year to each; they are not considered a superior class of officers, and therefore I suppose their salaries are moderate.

(*To Mr. Briggs.*)—Are you acquainted with the quantity of cotton shipped from Alexandria in the year 1822 altogether?—No, I could not state that just now.

In 1823?—Nor in 1823; to this country there were only 280 bales came, that was the first imported from Egypt to England.

What quantity is it supposed may probably be shipped from Alexandria in the present year; the question means altogether, not to this country alone?—Perhaps 90,000 bags,

What proportion of it may be expected in this country?—Perhaps 50,000 bags may be expected in England, if there are no particular impediments.

What is the weight of those bags?—Rather less than 2 cwt., and it is likely, in fact I know, that the cultivation will go on increasing; for I know the orders that have been issued by the Viceroy. It is a country governed very differently from other countries, and what he orders to be sown must be done.

Then it is a trade which you think is susceptible of very great increase?—Yes.

And that such increase is likely to take place?—Yes; because it does not depend upon the peasantry to cultivate what they please, but they must do what they are ordered.

Are they delayed as long under quarantine at Marseilles and Trieste and Leghorn, as at ports in this country?—I believe not: with cotton I think the most is forty days.

(*Mr. Buckle.*)—They are put into the lazarette at once, and, I think, perform about forty days quarantine: formerly it used to be from forty to ninety.

(*Mr. Briggs.*)—When it is ninety, it is only when any person is taken ill on board; or during the quarantine, then it is indefinite.

You have stated the exportation of cotton to be very considerable from Alexandria; is there any importation of British commodities to a considerable extent?—There is, and it is likely to increase; but owing to the difficulty of getting returns from that country, the export trade has hitherto been circumscribed: our own export trade has been much cramped, because we have been obliged to get returns through other parts of the continent by shipments of corn, but now there is the cotton, a wide field is open for an export trade to that country.

Therefore any act that would improve the quarantine laws of this country, would greatly facilitate the trade with that country?—Yes, very essentially.

You have stated that in the Mediterranean the lazarettes frequently are close by the city?—Yes, within one mile and three miles.

But occasionally nearer than that?—I believe one of those at Leghorn is, but the one to which goods with foul bills are admitted is stationed about three miles from the town.

Are there not what are called suspected bills?—Yes; these are issued when it is not decidedly clear that the plague rages in the country, but that some suspicions are entertained; when, in fact, some persons have been taken ill, and the physicians are not certain whether it is plague or not.

What process do those vessels undergo?—I do not recollect exactly, it is provided for in the Act of Parliament.

(*Mr. Buckle.*)—With suspected bills they would go through the same process as foul bills; but they would perform twenty days instead of thirty: I have known cases where some suspicion has occurred afterwards, where they have been kept the same number of days.

What is the nature of a suspected bill?—Where there has been no plague in the country, and clean bills have been issued, and a person is taken ill, and it is supposed to be plague, then it is called a suspected bill; when it is clearly established that that is plague, then it is a foul bill.

(*To Mr. Buckle.*)—Do you concur in all that has been said?—I do: I would further observe, that as by the Act it is intended that quarantine duty should be paid by the consignee of the goods, I should hope that whatever part of this duty is to be continued will be charged upon the goods in the first instance, instead of being charged upon the ship-owner, and recovered from the consignee: many inconveniences have resulted from the present practice. I beg also to suggest an alteration which would facilitate the release of ships: by the present practice, when a ship arrives at the quarantine ground, the papers are sent to the Customs: the ship-owner makes his application to the Council, who refer it to the Customs, and

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in consequence the papers go from the Custom-house to the Council, who return them to the Customs, with an order for release; they are then sent to the quarantine station: now if, in the case of clean bills, one of those Boards had the power of giving a release, it would save a great deal of trouble.

(*Mr. Briggs.*)—That, I believe, is the case in Ireland: at Dublin the Privy Council does give a release without reference here; but if the vessel gets, for instance, into Plymouth, the papers must always come up to London before the vessel can be released, and four or five or six days are lost by that.

(*To Mr. Buckle.*)—Your object on behalf of the ship-owners would be, that the collectors of the customs at the various outports, in all cases of clean bills of health, should have the power of deciding upon the release of vessels without reference to the Council?—Yes, that is my object, or that the papers should go to the Council in the first instance, and be determined upon by them.

Martis, 30^o die Martii, 1824.

The Right Honourable CHARLES GRANT, in the Chair.

Mr. John Milthorpe Maude, and Mr. Joseph Levy, called in; and Examined.

(*To Mr. Maude.*)—ARE you a merchant?—I am a ship-broker.

(*Mr. Levy.*)—I am a merchant.

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The subject on which the Committee is engaged is that of quarantine, of course you are acquainted with the regulations existing. Have you formed any opinion respecting the present laws of quarantine or their practical operation?—(*Mr. Maude.*)—I conceive that they are at present very oppressive to trade, extremely burthensome to it, and occasion very serious injury frequently to merchandize, which is obliged to be left in the Creek; and that the charges also are very uneven on many occasions, particularly where the vessels have not entire cargoes.

The same rate of duty is charged on vessels, whether they are full, or nearly empty?—Yes; the vessel cannot be reported until the quarantine duty has been paid on the whole of the ship's tonnage, whatever may be the rate of it.

Have you known that to operate, practically, injuriously?—Yes, very seriously so, I have selected one or two instances out of our books, which perhaps may throw light upon the subject. The first is, a vessel called the John and Sarah, Bilton, master, from Gibraltar. She came from Gibraltar when the fever prevailed there the last time, in December 1813; she was taken up by one of the merchants at Gibraltar, Mr. Allardyce, who wanted to come to England to escape the fever and brought a few goods, such as he could get on board himself. Her register-tonnage was 226 tons; the quarantine duty paid on her was 11*s.* a ton, amounting to 124*l.* 6*s.*; and her freight amounted only to 75*l.* 7*s.* which was 165 per cent upon the freight.

What goods were they?—They were principally such goods as he had got in his warehouse, that he wanted to bring home. He huddled on board what he could out of his own warehouse; she was not laid on as a general ship to bring goods, but he wished to get away with what goods he had, and to content himself with that.

(*Mr. Levy.*)—But generally, it must be seen that the levying the quarantine duties on the register-tonnage must operate very injuriously where there is only part of a cargo; and frequently, even with full vessels of a peculiar construction, built very sharp for sailing, which cannot carry their whole register measurement in goods. The vessels employed in the fruit trade, which are generally of a very sharp construction, can never carry so much cargo as their registered measurement; they pay, therefore, nearly double the rate of the quarantine charge, although on articles not liable to convey infection, and therefore not subject to the trouble of expurgation, for which the quarantine establishment was originally intended.

Fruit is not one of the enumerated articles?—It is not.

(*Mr. Maude.*)—The Sicily, Cupper, master, reported from Gibraltar on the 3d of March 1817, with a clean bill; she registered 195 tons quarantine duty, at 4*s.* a ton, amounted to 39*l.* and her freight only to 109*l.* 12*s.* which was equal to 35½ per cent upon the freight; the same vessel came in June 1817, only a few months afterwards, with 43*l.* 7*s.* freight, and paid 39*l.* duty, which was 90 per cent upon the freight.

How

How was it 4s. a ton?—It was levied on the register tonnage of the vessel, 3s. at the outports, and 4s. in London; the quarantine duty is regulated according to the port from which they come; from Gibraltar and all parts of Italy, 4s. a ton; from the coast of Barbary, or from Egypt, and from Turkey with a clean bill of health, they pay 8s. 6d. and 16s. with a foul one; from the other ports it is only 10s. at the outports with a foul bill, and 11s. in London; it is always 1s. a ton more in London than in the outports.

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Do you know the reason of its being a shilling more in London?—The additional charge in the port of London was considered to be for the purpose of erecting a very good lazaretto at Chetney Hill, which would be a great security to trade, and a protection to the property; that having been abandoned, we have nothing but the floating lazarettos; but the Act of Parliament having imposed the additional shilling, without limiting its duration, we have been paying it ever since, although the object for which it was intended was abandoned long ago.

All those duties were imposed for that purpose, were they not?—For the purpose of defraying the charges of quarantine: and the additional shilling was considered to be for a land lazaretto, instead of a floating lazaretto.

(Mr. Levy.)—It appears by the preamble of the Act of 45 Geo. 3, that the whole of the duties were directed to be levied to defray the expenses of erecting a lazaretto at Chetney Hill; there appears to be no good reason why there should be a difference between the outports and London; it adds to the disproportion (already very great) of the charges between London and the outports, as Liverpool and Bristol.

Have you any other instance?—(Mr. Maude.)—Those are the most striking; I did not think it worth while to go on with a number of instances; but the case has very often occurred. One very striking case was mentioned to me by the owner of a vessel. A vessel arrived from Fiume in Dalmatia, with a cargo of timber for Government; by virtue of a Treasury order all vessels arriving with timber *only* for dock-yards are exempted from the quarantine duty; but in this vessel the master had been imprudent enough to bring one single case of merchandize at the request of the shipper of the cargo, in his cabin; she reported at Rochester for the Chatham yard, and having this case of merchandize on board, they made her pay the whole quarantine duty, which came to 46l., however the Treasury remitted two-thirds of it on a representation of the circumstances; but it was with a great deal of trouble, and two or three applications, leaving still 15l. for that single case of merchandize. It was an act of imprudence on the part of the master to bring that case; most probably he was not aware of the consequences, which however fell very heavily on the owners.

This duty is a heavy addition to the expenses of trade with that part of the world?—Certainly; a very heavy charge, particularly with foul bills of health: and, what is worse, it attaches to all goods indiscriminately, whether liable to quarantine or not. A vessel arriving with a cargo of barilla, or sulphur, is equally subject to it with a vessel arriving with a cargo of cotton, though the articles are not susceptible, nor can be rendered so. In case of vessels with entire cargoes on board, the Act of Parliament gives the owner a power of laying on the consignees the whole of the quarantine duty to which the vessel is subject; but if they have only part of a cargo, the merchants might resist that power, for the Act says we shall recover only so much quarantine duty as the room their goods occupy, compared with the general tonnage of the vessel; in general, however, even when a vessel arrives with only part of a cargo on board, as in the case of the vessel before alluded to, we have recovered the whole of the quarantine duty, as we levy it, *pro rata*, on the freight; but, if a vessel makes but a small freight, and the duty falls very heavy, as in the case of the Sicily, some of them refused to pay, and, as we could not compel them, the duty fell upon the owners, which was not intended.

The quantity of cargo on board is easily ascertained?—Yes, the weights, and other particulars at the Custom-house, will determine that.

(Mr. Levy.)—The mode of charging it on the tonnage operates very injuriously: taken as an *ad valorem* duty it is levied inversely, as the value of the article: silk and valuable articles, which are of small bulk, pay scarcely one one-tenth per cent; while linseed, emery stones, and many coarse articles of great bulk, but small value, pay from seven to twelve per cent.

Are there any other points of complaint with respect to the laws?—(Mr. Maude.)—There are very frequently heavy complaints on the part of the merchants of plunder, and damage done to their goods, in consequence of their being obliged to

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be discharged in the lazarette; we have frequently had very heavy complaints on that score.

In what respect?—They find they are deficient in weight when delivered in London, as compared with the invoice weight; they perhaps bear marks of having had some parts taken out.

They are under the necessity of having them taken out of the vessel?—Yes, the law requires that they shall be opened, aired, and rummaged: even with a clean bill, all enumerated goods are removed from the vessel for fifteen clear days.

The plunder takes place from the necessary removal of the goods?—It ought not to take place *necessarily* from that cause, because they ought to deliver the goods in the state in which they receive them; that is, as to quantity and weight.

The plunder is obviously a vicious addition to the system?—Yes, the mischief is, that the law, compelling the master to part with the goods, for the performance of quarantine, if there be any deficiency, as is frequently the case with silks, ostrich feathers, and other valuable goods, the merchant has no redress. The master of the vessel says, I delivered them in the state in which I received them. We write perhaps to the Creek, and they send us up a certificate that there has been no plunder there. I have known instances where other articles, such as rags, old rope, &c. have been stuffed into the bales of silk. In one instance a cannon-ball has been put into the centre of a bale of silk, and the weight of silk taken out. The law prescribes that the silk, &c. shall be weighed before it is sent out of the vessel, and it is weighed back again into the vessel, or the lighter: perhaps it corresponds in point of weight; but whether any plunder has taken place cannot be ascertained on its re-shipment, for the bale may have been opened and altered from its original appearance; they cannot, therefore, charge them with any plunder, nor can it decidedly be ascertained whether the plunder took place on board the lazarettos or not.

Have things of that kind frequently occurred?—Very frequently. Formerly I scarcely ever knew an instance of ostrich feathers escaping without plunder; the merchants complained of it so much that I myself drew up a representation to the Privy Council on the subject, and got it signed by all the leading merchants in the trade; in consequence of which very severe regulations were made at the Creek, and those things have not occurred so much as before.

Do you mean, that if you could positively prove that a cannon-ball was put into a bale of silk, instead of silk, you have no legal remedy?—No; for the bale was delivered back again of the same weight, and they cannot say whether it was done in the Creek or the vessel: the captain and his crew will swear it was not done in the vessel, and they will be ready in the Creek to make the same deposition.

(Mr. Levy.)—The necessity of delivering at the Creek relieves the captain from his responsibility to the receiver; and as that ceases before he delivers his goods to the consignee, the consignee has no means of obtaining redress: we have very frequently had cases in which silk and feathers have been plundered, and have never been able to obtain any compensation, as we could not prove where it had occurred, the goods not being delivered directly from the party who had undertaken the care of them (the captain of the ship). We have frequently had bales of silk sent home with brick-bats, &c. introduced into the centre of the bale.

Have you used every means in your power to ascertain the fact?—We have: of course, if we could prove that such frauds had been committed in the Creek, I presume we should not be denied redress; but the difficulty is to prove it.

Your statement refers to the port of London?—Yes.

Are there any other points on which you have any thing to state?—(Mr. Maude.)—There is another point with reference to deficiency. In the case of sponges; that is an article which can be easily returned agreeably to its original weight, on board the vessel which has discharged them, because by wetting them a little they can take a good many out, and still restore the original weight. I recollect an instance where a vessel had 160*l.* to pay for deficiency in this article: but there the master had opened them for the convenience of stowage on board his own vessel, and therefore he was fixed with the liability: he had no right to alter the packages from the shape in which they were originally delivered to him, and as he did that for his own convenience he subjected himself to the consequences.

They are opened by the quarantine laws?—They would have been opened by the quarantine laws; but he had opened them before he delivered them at the Creek, therefore he was answerable.

Do you suffer much from the delay?—Yes; the delay of course must always be very

very great; we never have the enumerated goods up in less than three weeks, even with a clean bill.

(*Mr. Levy.*)—In many instances the delay operates more injuriously than the charge. I have known silk sent over land, in a brisk market, purposely to avoid the delay of quarantine.

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(*Mr. Maude.*)—To that, in a great measure, may be attributed the vast quantity of silks which now come from France; nearly all the raw silks come through France; the organzine cannot; the raw is permitted to be imported from any part; all the raw silk almost comes through France, perhaps 3 or 4,000 bales a year; though the expense is much heavier, it avoids all the delay and expense of quarantine; the silks from Italy, if they come from France, are not subject to quarantine; if they come from Genoa, they are, and all the attendant charges and delays.

If it was not for the quarantine laws, that silk would come direct from Italy?—I have no doubt that a great proportion of it would.

Do you think that those laws operate to render the trade circuitous, with respect to other cargoes?—I do not know how these laws may operate for the future. The law has been altered lately in respect of the importation of certain goods from other parts: formerly, they could not come but from the place of their growth, now they may come from Holland and other parts of Europe; and there may be a doubt whether a fruit cargo may not come indirectly through Holland sooner than it would direct; for as they have only two or three days quarantine there, the vessel might go to Holland, tranship her cargo there to another vessel, and arrive in this market before they could go through the quarantine process here, particularly in the case of the vessel having a foul bill of health.

(*Mr. Levy.*)—I have known of several instances of goods, the produce of the Mediterranean, which have come from Holland, and other continental ports.

Have you examined into the system of quarantine laws in Holland?—The charge is very light, and the delay very little, on articles *not* liable to convey infection.

Are the charges the same as in our ports?—I am not sufficiently conversant with their regulations to enable me to answer that question correctly, but I believe that their charges are not nearly so heavy as ours.

If they come with a foul bill to Holland, what is the course of proceeding?—I am not enabled to state of my own knowledge.

(*Mr. Maude.*)—If there are no enumerated goods on board, the vessel is released, I believe, in two or three days. An English vessel going to Holland for a market, and not making one, might bring the same cargo over here, but she would in that case be obliged to perform the same quarantine as if she had come direct from her port of loading, notwithstanding she might have obtained pratique in Holland.

(*Mr. Maude.*)—And I know that the delay is very trifling.

Will you state what remedies you propose to any of those evils?—With respect to the tonnage-duty, I think it would be right that those articles which are considered susceptible (and which can well bear it, for they are generally valuable articles) should bear the charge themselves; so much a package; the Customs might levy the charges at the time we report our vessel; we might pay them the amount, to avoid the trouble of their collecting it from the merchants. An account might be sent up from the creek to the secretary of the Customs, in the same manner as they now send the counterpart of the certificate of the vessels having duly performed her quarantine, which we are obliged to exchange before we can report the vessel. It would be requisite, in that case, that a power should be given to the owners of the vessel to recover the charges from the consignees, in like manner as is now done with respect to the tonnage-duty, only varying the nature of the charge.

With the custom duty?—We would pay it to the Customs. I would certainly wish the present quarantine duty to be abolished on the tonnage of vessels, for it falls on all goods whether liable to quarantine or not; a vessel with brimstone, equally with one with silk, or other enumerated goods.

(*Mr. Levy.*)—Though it never enters the lazaretto.

(*Mr. Maude.*)—No, the hatches are never opened.

Do you know whether they are charged abroad according to the tonnage?—I do not think the goods there are charged any duty at all; it is for the public health, and the state pays the expense of it.

Do you think it would be possible to prevent the chance of plunder if the goods were to be opened?—I think it might be in a great measure prevented: for the last

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twelve months we have not had any very serious complaint; that has been in consequence of the remonstrance the merchants sent up to the Privy Council.

(Mr. Levy.)—The goods always receive injury from being unpacked.

(Mr. Maude.)—With respect to vessels arriving with clean bills of health, from countries where they have been clean for any length of time, for instance, five or ten years, or whatever may be the time agreed upon, they ought, I think, to be released on satisfactory proof to the superintendent of quarantine that no case of sickness, or other suspicious circumstances, have occurred during the voyage: a vessel arriving from Genoa or Leghorn for instance, where the plague has not been known for a century past. I can see no reason why the cargo should be taken out of that vessel, even if she has Turkey goods on board. Goods sent from Smyrna to Genoa there perform a very rigid quarantine, for they have as excellent establishments there as any in the world; therefore there could be no danger from their being brought to this country and passed without examination. I think many vessels might be discharged from the necessity of further quarantine than that which was necessary to ascertain the health of the crew, if they were to call at Holy Haven, or some part of the river Thames, which might be stated, but not incur a deviation which subjects the owners to additional pilotage and other charges.

Can you state all the charges which are incurred?—Supposing, for instance, a vessel which draws twelve feet water, perhaps her pilotage would be without deviation 14*l.*; with the deviation, perhaps it would come to twenty-one—one half more.

(Mr. Levy.)—Then the release from quarantine is encumbered with a very heavy expense of fees. On the Order in Council, vessels laden with fruit and rough articles, not susceptible of contagion, are yet detained till they are released by Order of Council.

(Mr. Maude.)—The fees amount to 4*l.* 13*s.* 6*d.*

(Mr. Levy.)—The expense is heavier to the merchant, because he employs an agent to procure the release; it generally amounts to six or seven guineas.

Altogether, on a vessel of 200 tons, it would be six or seven guineas?—

(Mr. Maude.)—Yes, I should think it would.

For which there is merely the service performed of reporting your good health, and getting an order for the release?—Yes, it is an operation that might be as well performed at the port, if they were released there.

What is paid to the Custom-house?—One guinea at the Custom-house, and 3*l.* 12*s.* 6*d.* at the Council Office.

Will you state the expense to the vessel?—There is at least two days additional delay: Suppose a vessel arriving on Monday, if she arrives in time for the post, a letter will come up by post; we receive that on Tuesday, the answer is received back on the Wednesday; if she has nothing in the world on board but sulphur, or wood, or even ballast, she must suffer that delay: in case of her having no goods on board she does not pay the duty; but she must, even in ballast, hoist the quarantine flag when she comes within two leagues of the coast, and wait for an Order in Council for her release at whatever port she may put in.

Is she generally released in two days?—Yes, if there is nothing calling for further delay.

Have you guardians on board?—Not in the case of a clean bill.

(Mr. Levy.)—In the case of arrival at a distant port the delay is greater; for they must always wait the return of the post from London: In Hull or Falmouth it must be four or five days: the officer of the Customs might as well give a release, while it is allowed to be a mere matter of form. In cases of fruit arriving, near Christmas, the delay is very material; they arrive here just in time for the supply of the Christmas consumption, and I have known the delay of very serious injury in the sale of the cargo.

(Mr. Maude.)—In July 1820 the *Asia*, Captain Mutus, was reported from Alexandria with a foul bill, her measurement was 763 tons, loaded with linseed, 16*s.* a ton, quarantine duty amounting to 610*l.* 7*s.*; the freight amounted to 1,473*l.*; therefore the duty was 41 two-fifths per cent on the freight.

Is linseed an enumerated article?—No; in December 1820 the *Piloto d'Alessandria*, from Alexandria, 495 tons, with a clean bill; 8*s.* 6*d.* a ton was paid, and 210*l.* was the amount of the quarantine duty; that vessel was loaded also with linseed; her freight amounted to 1,160*l.*; that was eighteen per cent upon the freight with a clean bill. In September 1821, the *Diana*, Captain Cavallaly, from Alexandria, 1,084 tons register, with a foul bill, at 16*s.* a ton, 867*l.* 4*s.* was the amount paid for

for quarantine duty: her freight was 1,937*l.*, therefore the proportion was forty-five per cent; however, the Lords of the Treasury, on petition, remitted the duty on 584 tons of that vessel, levying it only on 500 tons.

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Was there any reason for doing that; was she full?—No: she was only full to the how-beams, and that was the ground on which we petitioned: she was a frigate belonging to the pacha of Egypt, and her 'tween decks being preserved for her stores and crew, they remitted the duty upon that portion of the ship which was not occupied with cargo.

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Perhaps she did not bring much more than a vessel of 500 tons would have brought?—That was the ground; they requested the officers of the Customs to ascertain what sort of vessel it would require to bring the same cargo as she had on board, and on the best information the officers thought that an English vessel of 500 tons would have brought as much cargo as she brought; and they remitted the remainder of the duty: it would fall extremely heavy upon such a cargo; the value of the linseed might be taken at 40*s.* a quarter; the Asia had about 3,000 quarters of linseed on board, worth 2*l.* a quarter, or 6,000*l.*; her quarantine duty amounted to 610*l.*, which exceeds ten per cent upon the value of the cargo. In the case of the Diana it would have amounted to twelve per cent had not the duty been remitted, on part.

(Mr. Levy.)—So that it would have to compete with the same article imported from the Baltic; this under the disadvantage of heavy expense, and of the delay.

(Mr. Maude.)—And the delay is very great. Linseed taken to Holland might be brought over from there without being subject to any of those charges or delays, and as the freight would not be more than a 1*s.* or 1*s.* 6*d.* a quarter, they might, in fact, bring it cheaper from thence, indirectly, than direct from the place of its growth.

Were you acquainted with the practice of the quarantine laws before the last alteration?—No; I was not in business previously to that; I have been acquainted with them for the last fifteen years.

Are you acquainted with them at any of the other stations besides that of London?—Only as obtaining Orders in Council for the vessels. I have never been down at any of the stations in the outports.

Have you ever known an instance where suspicion of plague or illness was excited?—Never: and I have particularly investigated that with reference to Standgate Creek. I was asking Mr. Saunders, the superintendent, whether he ever knew a case where, while the goods were on board the lazaretto, and rummaged, any person had been at all affected by that operation, and he told me there never was an instance in which any serious illness had occurred; he told me that in one or two instances the men had had a violent headache; but it went off immediately after, and never ended in any thing serious; that they never imbibed any infection.

They are obliged to handle and rummage every part of the goods?—Yes; and particularly in the case of rags.

Is there any particular smell that would give them the headache?—He mentioned that a man had been, on opening some goods, seized with a giddiness of the head; but that it went off; it did not last.

Did he mention that any medical advice had been taken?—No, he did not.

(Mr. Levy.)—There is another very great inconvenience that the ships are subject to at the outports, from the exposed nature of many of the quarantine stations. In the Irish Channel they are not safe in a gale of wind in the winter. I have frequently known persons object to the risk of insuring vessels which were subject to the risk of lying so long in those stations under quarantine; the premium of insurance, generally speaking, is enhanced on vessels from the Levant bound to ports in the Irish Channel, and to the east coast, on account of their being obliged to perform that quarantine.

(Mr. Maude.)—There is one peculiarity of our quarantine laws which, I believe, is not practised in any other country, that of the preliminary airings with foul bills of health, which occupy fifteen days from first to last, before her quarantine begins to date. The law prescribes that she must open her hatches, and take as many goods on deck as the decks will hold; they are to remain there five days, after which they are put into the lazaretto, that occupies another day, then the same process is gone through with another parcel of goods, and then a third, and then the vessel must remain thirty days, from the time she finishes the discharge of her enumerated goods into the lazaretto; the goods themselves must remain forty days in the lazaretto; the goods are all exposed during that time, unless it happens that the

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captain of the vessel may put a temporary awning over them, and they may sustain very serious injury indeed while exposed in that manner.

Are they not sheltered during that time?—All they can do is to put a temporary awning over. Most likely the captain will make a temporary awning with his own tarpaulins, or his sails; but that is the whole protection they can give.

Has there ever any case of infection arisen in the lazarette in the airing of the goods?—I never heard of any.

Have the expurgators who put their naked arms up them been affected?—I never knew of any. I was on board the lazarette about three years ago, and asked the question, and they told me they never recollected an instance of the kind.

Are the probationary airings of any use to prevent infection, in your opinion?—I should think not.

Are they not frequently the occasion of much damage to the cargo?—No doubt; because there is nothing to guard against it. If the weather is bad, they can only throw an awning over the goods, and they must be exposed, and very frequently sustain serious injury from that.

The airing merely consists in making a slit in the side of the bale, and exposing it in that way?—That is all, I believe.

Do you know whether any quarantine regulations exist in Holland?—I believe they have a precautionary quarantine, that of sending their papers to the Custom-house, and ascertaining whether there are any suspicious circumstances, or not. A vessel going into the Texel must go to a particular station, and her papers are ordered up to Amsterdam, and on the return of them she is released immediately, if there be no suspicious circumstances attending the voyage.

Might not a vessel, arriving with a clean bill of health, and without any circumstances of suspicion, or any sickness having occurred on board, bring up at some point in Long Reach, there to be examined as to the necessity of her going to the place of quarantine?—Yes. I conceive there can be no necessity for a vessel, coming with a clean bill from a country which has been clean for many years, going into the Creek, and making a deviation; the cutter overhauls them at Holyhaven, and examines their papers to see that they are correct, to ascertain whether they are liable to quarantine, and if she finds they are, she sends them back. The vessel might come at once to Holyhaven, and be there examined, instead of going to Standgate Creek.

Have you to pay the pilot more wages in consequence?—Yes, he is allowed 8s. a day every day he is detained; and, in the case of a foul bill of health, it becomes a very serious charge.

(Mr. Levy.) We are also obliged to have a person at the Creek, to re-pack the goods in a better manner than the porters employed there would re-pack them.

The quarantine officers would be bound to re-pack them, would they not?—(Mr. Maude.) Yes; but their establishment is so limited that the merchants are obliged to send a person down to get them forward, otherwise it might be two or three weeks more before they could have their goods up, if the quantity were considerable.

A vessel detained three days, without any service whatever being performed, is still charged the 8s. 6d. a ton, if from Turkey or Barbary?—Yes; if she has nothing on board but linseed, or any article not the least liable to infection. We had twenty or thirty vessels with barilla last year; they all went into Standgate Creek, and had to pay 4s. a ton.

A cargo of fruit may arrive, and be detained six days, and not one sixpence be laid out upon her, and yet have to pay 8s. 6d. a ton?—Yes.

You have stated, that where no service whatever is performed to the ship arriving with a clean bill of health, the charge is still made. In the case of a ship arriving from Turkey with a foul bill of health, and a cargo of cotton, the whole of which would be removed into the lazarette and replaced, for which 16s. a ton is charged, exclusive of your being subject to all the inconvenience of delay, and all the extra charges; what would be the cost to the ship itself of removing that cargo, and replacing it; would it amount to one fifth of the charge now made upon you?—I do not know exactly what process the goods undergo on board; I have never had an opportunity of precisely ascertaining that; but I believe they are only taken out of the vessel and piled up in the lazarette, and the cords or strings which attach them together cut, and part of the cotton removed, so that a man may thrust his hands into the bales to a certain depth. It is impossible that the goods could be unpacked as the words of the Act seem to imply, as the whole British navy would scarcely

scarcely afford sufficient room for a cargo of cotton, if the whole were to be strewed about loose, in order to be aired on board the lazarettes.

The Committee have understood that all which is done is to open the canvas for the air to be admitted, and for the expurgators to put in their hands?—Yes, that is what I understand to be the practice. If a vessel brings cotton or other articles, she always has them pressed by a very strong power, either by screws or levers, so as to compress twice as much into the space as they can put into the same space again without screwing, which takes a deal of time, and incurs a great expense, so that a vessel cannot bring up much more than half of her cargo, after she has once let loose all her fastenings.

Should you not be able to procure the same service to be performed for one fifth of the sum at which it is charged?—Certainly, for that trouble only; but there must be further expenses, I should suppose. I should conceive that any person might contract to take out the cargo, and do all that is necessary to be done, at half the expense, at all events.

To what detention is a cargo of cotton, coming from Smyrna with a clean bill of health, subject, before it can be delivered to the manufacturer in London?—The cotton must be discharged, and remain fifteen days on board the lazarette.

How long with a foul bill?—It must remain forty days in addition to the preliminary airing.

Then it must be about sixty-seven days?—Sixty days. We generally reckon from the time of its being taken out of the vessel to its being delivered in London.

Should you think you would get it in less than sixty-seven days?—We could not expect it in less than sixty.

There are twenty days to be consumed, according to the Order in Council, in the probationary airings, and forty days afterwards, after that twenty-one days shall have expired?—I take it to be only fifteen days, unless the vessel is under suspicious circumstances; the preliminary airings would not occupy more than fifteen days, unless there were suspicious circumstances; if there were a person ill on board, or any thing which created suspicion, then they would take twenty-one days, or more, if necessary.

Of course, it takes some days to send it to the lazarette, and to replace it on board the ship?—Yes.

In what period may a similar cargo, coming from Holland, be received into use in this country?—I should conceive it might be landed in the London Dock within a week from its being put on board in Holland. What the time consumed in Holland is I cannot positively speak to.

Are you aware it need not be landed at all in Holland?—I am not aware of that.

Are you aware that the detention in Holland, in no case exceeds twelve days?—I have generally understood it does not exceed that, but I do not positively know it.

Your statement then is, that a cargo of cotton coming from Smyrna with a foul bill of health, is sixty or more days before it could be delivered into consumption in this country, but that a precisely similar cargo might come into this country from Holland in nineteen days?—I should conceive that to be so, taking the law of Holland to be what I have heard stated.

Previous to 1800 there were very few quarantine regulations, and no charge whatever attached to the shipping?—I have understood so; but I believe the vessels were then obliged, in the case of foul bills, to go to some foreign quarantine station; to perform their quarantine they must go to Leghorn, or some other station. Malta was not in our occupation at that time.

There was no charge attached to the shipping in this country?—I have understood not; but, as I before stated, I was not then in this line of business.

Has any advantage accrued to this country from the quarantine establishments?—I conceive the reverse.

Are not the charges very oppressive?—They are.

Is not the delay very inconvenient?—Certainly it is.

Are you not of opinion, that vessels arriving with clean bills of health, and without any sickness having occurred from any place except Turkey, or the coast of Africa, might be discharged without any delay at all?—Certainly; I have always had that opinion.

You conceive that they should be brought up in Long Reach, to ascertain whether there are any suspicious circumstances?—Yes; I think they should undergo that investigation at some convenient station.

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From Smyrna and the coast of Africa, under similar circumstances of perfect health and a clean bill, would not a detention of three days be sufficient?—Certainly, I should conceive so; for the voyage being longer, if there had been any suspicion attaching, (supposing, for instance, that any sailor had imbibed infection previous to his leaving Alexandria,) the voyage occupying two months, or frequently three months, puts it out of question that any one should retain the disorder.

In case of their being no sickness, and no circumstances of suspicion, would a delay of three days be sufficient?—Certainly, if there are no enumerated goods on board. If a vessel has left Alexandria with no symptom of infection on board, she must certainly be quite free from any suspicion by the time of her arrival here, even if there had been such a thing as a person infected on board the vessel at the time she left Alexandria; it must have developed itself, and the crew most probably have all died before she could arrive in this country.

What would have been done in case of infection appearing soon after her sailing?—If the infection appeared soon after the vessel sailed, they would bear up for Malta, or some other station. There was a vessel of ours discharging at Candia last year; the plague made its appearance, and the captain bore up for Malta: one of the crew died, and the vessel afterwards proceeded to Malta, and there performed a regular quarantine, which, however, only lasted thirty days.

Are you of opinion, that a vessel arriving from Smyrna, or from the coast of Barbary, with a clean bill of health, and without any sickness having occurred, having enumerated goods on board, should discharge them into the lazarette under all circumstances?—I think that might admit of a question. From Turkey or Barbary the goods may have been packed in the interior, where the plague may have prevailed, if it is ascertained that the goods convey infection, which is a very important point to be determined, respecting which I do not feel myself competent to give a decided opinion.

You have stated that the plague never has appeared at a lazarette in this country?—Never, as far as I have been able to learn.

A ship arriving with a foul bill of health or sickness, or alarm having happened on board, would a detention of fourteen days to the crew and passengers be sufficient for her enumerated goods to be discharged into the lazarette, they performing a quarantine of fifteen days more?—I should conceive that would be abundantly sufficient.

Have you any information as to the mode in which the quarantine regulations have been observed; are they not very irregularly observed; do not passengers come over land without being subjected to quarantine?—Whatever comes over land is not subjected to quarantine at all.

A person coming from Naples with part of his baggage and his carriage, the interior of which is lined with woollen, comes through France, and lands at Dover, is subjected to no quarantine whatever?—None whatever.

His baggage comes a six weeks voyage from the same place, and is subjected to quarantine?—Yes.

A man arriving in seventeen days from Naples is subjected to no quarantine at all?—No; and the silks, or whatever goods might come from Naples, or other parts of Italy, by land, have no quarantine, and silks are coming from Italy by way of Calais every day.

You spoke of the oppressive mode in which the duty is charged on the cargo, it is not charged *ad valorem*; but a ton of silk worth 2,000*l.* or more, pays equally with a ton of barilla, or other articles worth very little?—There are two modes of levying the quarantine duty; vessels from Turkey are subject to the payment of the duty at the Custom-house, the same as all others; but we recover the duty from the merchants on a scale imposed by the Levant Company; that obviates all disputes whatever between the merchants and the owners, as they all subject themselves to it; the ship takes it for better for worse; sometimes she loses by it, sometimes she gains: with regard to vessels arriving from other parts of the Mediterranean we have no mode of levying the quarantine duty but by making a statement of freight. If a vessel makes 800*l.* freight, then we say if 800*l.* pays so much quarantine duty, what proportion ought each consignee's freight to pay; light goods, which pay a higher freight in that case, bear their fair proportion.

(Mr. Levy.) The Act of Parliament authorizes the levy of it only according to the tonnage. I have frequently myself pointed that out to the brokers; but, by courtesy, we pay it *pro rata*, according to the freight paid.

You

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You remedy, by your own regulations, the deficiency of the Act of Parliament, which imposes the same duty on a ton of silk or a ton of emery stones?—Yes.

(*Mr. Maude.*) It says that you shall levy it according to the room the goods take in the ship.

(*Mr. Levy.*) Sulphur is worth scarcely 6*l.* a ton; but it pays the same rate per ton as silk.

(*Mr. Maude.*) Emery stones do not cost a pound a ton; they are worth more here, as the freight must be added to the cost: but the precise cost may not be more than 16*s.* a ton, and they pay 8*s.* 6*d.* a ton here; and with a foul bill, 16*s.* a ton.

Are you aware of the extent of lazarettos at Stangate Creek before the year 1800?—I am not.

There are now five, and a sloop of war for the attendant officers?—Yes; for the superintendent and his chief officers.

That vessel is of course necessary; but are you not of opinion that two lazarettes at Standgate Creek would answer all the purpose?—No; not so long as the present system continues. If the goods are discharged from a foul bill of health into the lazarette, nothing can be taken out nor put into that vessel till the foul bill of health is out, which is forty days. If one vessel were to arrive on the first of the month, and to discharge her goods into that lazarette, and another vessel were to arrive on the fifteenth of the month, and to put her enumerated goods into the same lazarette, it would increase the period for the quarantine of the first fifteen days.

Is it not a fact, that hardly any foul bill of health has arrived within these two years?—We have had several foul bills of health from Turkey, and from Egypt particularly.

How many?—All the vessels from the 5th July to October last year were foul.

Were they foul, or what you call touched bills of health?—They were foul: it is seldom that we get through a season without a foul bill of health.

How many have you had?—It has been a season in which they do not load vessels so much as they do at some others; but I should conceive our house have reported a dozen with foul bills of health in the port of London within these two years.

How many of those lazarettes have been, on an average, occupied by any thing which has come with foul bills of health?—I should think, when vessels are coming foul, there is scarcely a lazarette but must have goods on board: with a clean bill of health they can take other goods on board; but with a foul bill of health they are very careful of them, because they are detained so long. A few years ago we complained that there was not sufficient accommodation at Standgate Creek, and Government added another: I do not think there are too many lazarettes for the present system.

The present system is in your opinion unnecessary?—With regard to clean bills of health I am persuaded it is quite unnecessary; a burthen on commerce without any advantage whatever.

Vessels coming from the north of Europe, if they have Turkish goods, are liable to quarantine?—They certainly are liable, according to the letter of the Act, but I have never known it enforced for some time past: a vessel arriving from Holland with Turkish goods on board is certainly liable to be sent to the Creek to perform quarantine, but they are suffered to pass without.

(*Mr. Levy.*)—There are goods which are equally the produce of the Mediterranean and of the northern parts of Europe, and on those being imported (from Holland, for instance) no inquiry is made, and they escape the quarantine charges: linseed is one of these articles.

Do you think the trade generally feels those laws to be oppressive?—(*Mr. Maude.*)—Unquestionably so.

And unnecessary?—Yes. I conceive there can be no necessity for a vessel to discharge a single package, if she has no suspicious circumstances about her, and goods from a country where no symptom of plague has appeared for a certain number of years; that might be defined, for instance, five years, or ten years, ought to be exempted, as all goods that are liable from other countries undergo a rigid quarantine in that country. The lazarettes at Leghorn, Genoa, and Marseilles, are, I believe, far superior to ours.

Do you know any thing of the lazarette at Chetney Hill?—I know that all idea of erecting it has been abandoned many years ago, and all the materials were sold off; the ground, indeed, was found to be so marshy, that they could not get a foundation,

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tion, or attempt to erect a superstructure upon it, and all the materials were sold off publicly,

(*Mr. Levy.*)—The Treasury, by Act of Parliament, have the power of diminishing the rate of duty, but they have never exercised it.

You cannot form an opinion what extent of accommodation is necessary?—It is very difficult to fix that with any precision. If the plague prevails at Smyrna and Alexandria at the same time, as almost all the vessels bring enumerated goods, there must be accommodation for the reception of their cargoes.

But still, in no time within your knowledge has infection appeared?—Never.

How many foul bills of health have you known?—If the infection continues till the fruit ships are despatched, that makes the number very considerable.

(*Mr. Levy.*)—But the fruit ships do not require a lazarette.

Have you ever known them kept beyond their time, in consequence of want of accommodation?—(*Mr. Maude.*)—Yes; and it was in consequence of that, that a petition was sent up to the Treasury, and they added one or two to the establishment at the time.

Is it not a fact, that at the very moment that the Greeks are sending foul bills of health to our ports, vessels for Holland may bring over those same articles which our vessels have brought, and those articles may pass through Holland, go through all the forms necessary there, and be brought into our ports long before those which have come direct to this country?—No Turkish produce could come direct from Holland until the last year; it can be done now, unquestionably; but before the alteration of the navigation law I conceive Turkish produce could not be brought from Holland; there might be some few articles that might, but very few.

Might not cotton, previous to the last year, be brought to this country from any port?—Yes, by a special Act of Parliament.

Is there any comparison in respect of the danger of communicating infection between cotton and fruit?—Certainly not; but cotton only came into this country in consequence of that special Act of Parliament which authorized its importation from any port whatever. There is one peculiarity; if Smyrna be foul, they may send the vessel round the point of the land, and bring her to Chisme, which would not in a direct course be above twenty or thirty miles, and there they may get a clean bill; they may send the cargo round from Smyrna to be shipped there.

(*Mr. Levy.*)—If those delays and charges do not induce a circuitous importation through Holland, they certainly would prevent our availing ourselves of any opportunities of supplying the Dutch market; there are so few ships engaged in the trade between Turkey and Holland, it would be unquestionably advantageous to the Dutch at times to import through England a part of the cargo, were it not for these regulations and peculiar charges.

Preserving all due precaution, might not the establishment be so reduced as to be sufficiently supported by a charge of 2*s.* per ton on vessels arriving with clean bills of health, and without any cases of illness having occurred on board, and with 5*s.* a ton on vessels arriving with foul bills of health, or with sickness having occurred on board, rendering the removal of the cargo necessary?—(*Mr. Maude.*)—I think if Parliament dispenses with the necessity of taking enumerated goods out of clean bills of health, it certainly might.

Do you think there is any necessity for taking enumerated goods out of clean bills of health?—No; I have always contended there was no necessity under these circumstances.

Are you of opinion that such charge would be sufficient to support any necessary establishment?—(*Mr. Levy.*)—I have no means myself of calculating the expenses of the establishment. In cases where vessels have no enumerated goods, it is clear they are subject to no expense, and I think *no* charge ought to be made. There are vessels arriving from the Mediterranean which never go near the Creek; the papers are sent up from the Motherbank, from Falmouth, or from any port at which they may touch, without the necessity of having any establishment there.

Do you think that the charge which has been stated would be sufficient if the goods not enumerated were not taken out of the vessel?—I think it would.

(*Mr. Levy.*)—As all the expenses of the quarantine were borne by the country generally previously to the Act of Parliament, (45 Geo. 3,) the ground of which was the necessary expenses of building a lazarette at Chetney Hill, which has been since abandoned, it has appeared to me to be through a misconstruction of the Act that they have continued to levy the duty.

Jovis, 1^o die Aprilis, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

Mr. Charles Sanders; called in; and Examined.

YOU are superintendent of quarantine at Standgate Creek?—I am.

How long have you been in that situation?—Nearly fourteen years.

Will you be so good as to state to the Committee the manner in which you deal with a ship arriving with a clean bill of health?—On the arrival of the ship I go off as directed by the Order in Council, or my assistant, and demand of the master his bill of health, his manifest, and his logbook; then I put to him the questions as directed, and obtain his answers.

Do you receive his answers in writing?—I put the questions to him, and write his answers; then, after I have gone through the examination, the papers are handed to him for his signature, and then I swear him to the truth of them: the papers are first sprinkled with vinegar, then received in a fumigating box, before they come into my hands again.

That takes place in all cases?—Yes; then they are copied in my office, and transmitted to the Customs, who obtain an order for the release.

You are confining your answer to a clean bill of health?—Yes, I am confining myself to that in the first instance; the only detention to a ship having a clean bill of health is in general till the return of post, unless it particularly occurs that it is a holiday: if the vessel has goods of the first class the order directs them to be put into the lazarette; if she has no goods enumerated in the first class the order comes to release her forthwith, with the whole of her cargo.

Is the ship released when she conveys goods of the first class?—After the goods are put into the lazarette.

By return of post you receive an order from the Customs to remove the goods of the first class into the lazarette, and they being removed to discharge the ship?—Yes; those are the words of the Order in Council.

What length of time does that require?—Sometimes the ship is not with us forty hours. If a ship arrives even as late as five or six o'clock in the afternoon the papers are forwarded by that night's post, and the next morning after they are received in London we get the order. We had a ship the other day which took four or five days in delivering her cargo; then the whole of her cargo was enumerated in the first class; that was a ship from Alexandria with more than a thousand bales of cotton.

Did that ship come with a clean bill of health?—Yes.

When the goods of the first class are delivered into the lazarette how long are they detained there?—Fifteen days.

How are they taken from the lazarette at the end of the fifteen days?—Sometimes the ship waits, but more generally they are sent in a craft.

At the expense of the ship?—At the expense of the ship or the proprietor.

Is any other distinction made between goods than those which are contained in the first and second class, as to detention?—The second-class goods are not put out.

All those under the first class with a clean bill of health are detained fifteen days?—They are.

The bales of cotton are cut open?—They are.

And the cotton is aired upon the deck?—Yes; the cotton is ripped open from one end to the other, and some of the interior removed.

Is the whole of the interior of the cotton opened to the air?—Not with a clean bill of health.

Is it in point of fact really opened and aired?—It is *boná fide* opened and aired; it is handled.

Is it the custom for the labourers to thrust their arms in?—Yes; more especially when they come with foul bills.

Do the second-class goods detain the vessel at all?—Only till an answer comes from town.

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The vessel is detained till that answer comes from town, even if she comes with goods not susceptible?—Yes, if without any goods enumerated at all.

The mere arrival of a ship from certain parts of the world is a reason for her detention till you have a permission to discharge her?—I have no power to discharge her till I receive, through the Customs, an order from the Council.

Do you know whether the same is the case from the outports?—Yes, certainly; in all cases, I believe.

The operation of this Act extends not only to ships coming from different parts of the Mediterranean, but all goods which may come through any other country from those countries, does it not?—Yes; but there is an order dispensing with the provisions of the 42nd section, which requires a declaration from what country they come. It is an order of the 8th of August 1810.

Do you mean that under that order, at present, a ship bringing Turkey produce from any of the European ports might enter without performing quarantine?—No, not Turkey produce; the 42d section of that order directs ships arriving from any port on the continent, having first-class goods on board, whether the produce of Turkey or not: for instance, a ship from America, with skins on board, would, under the original Order in Council, be subject to quarantine, but the subsequent order totally repeals that, so that it is only Mediterranean goods at present that are subject to that.

Mediterranean goods coming from Hamburgh or the Baltic are subject to it, unless they produce a certificate, are they not?—Yes; but that will more relate to the collector or comptroller; where the ship enters the master is obliged to make an affidavit that they are not the produce of Turkey; she would be liable to quarantine without that declaration.

If a ship from Hamburgh or Holland was bringing Turkey produce, what would she do?—Then she would bring a certificate to prove that they had performed quarantine there.

But if they had not performed quarantine in any other place the ship would be liable to quarantine?—Yes.

Have you ever known a vessel from Holland bring a certificate?—I do not recollect a vessel from Holland coming to my station.

Have you had any ships sent to Standgate Creek, which were European ships, bringing with them Turkey produce, for the purpose of performing quarantine?—No, not in my time.

Not during the fourteen years you have been on that station?—Not that I recollect.

Will you state how you proceed with a ship which has a foul bill of health?—I go off in a similar way as with a clean bill; and on receiving an unclean bill of health I send immediately for two guardians, who are placed on board, and the pilot has the option of removing, if he pleases, into the hospital-ship before the hatches are opened: as soon as he has removed, or determined not to remove, the guardians are directed to commence a probationary airing, by getting up as many bales as they can arrange on the deck; they are opened, and handled by the crew daily by thrusting their arms in.

The goods are completely laid open and exposed upon deck?—Not completely opened in the manner in which they are in the lazarette, but merely to get at the interior: then on the seventh day that parcel is delivered into the lazarette, and there it is opened as directed by order in Council.

There it is completely opened and ventilated?—Yes.

During what period of time does that continue?—If with a foul bill of health it is forty days from the time that the last parcel is put into the lazarette.

Does it undergo repeated turning?—It is handled daily by the crew.

What is the expense incurred by the ship?—It depends upon her tonnage.

Taking a given ship, with a given cargo, can you state what the expense would be that she would incur by going through all this process?—I cannot.

The guardians are paid by the establishment, but their maintenance is by the ship?—Yes.

If a vessel comes up, not waiting this very long time, the cargo is sent up by lighters at her charge?—Yes.

What becomes of the pilot?—The Order in Council permits him, if he removes before the hatches are opened, to perform fifteen days quarantine, and then he is released.

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What time do the probationary airings occupy?—The first probationary airing occupies seven days, the next four days, and the third is four days; making in the whole fifteen days.

The thirty-second clause directs twenty-one days to be occupied, if suspicious circumstances occur?—Yes; that is in case of any suspicious circumstance occurring during the probationary airing.

In all cases in which a ship comes with a foul bill of health, are the goods divided into three divisions in that way, and do they occupy that space of time?—Yes, if she has goods of the first class.

If there are no more goods of the first class than can be spread upon the deck at once, would you take fifteen days for that single operation?—I should, without a special Order in Council to dispense with it, because the instructions tell me that I am to occupy fifteen days in the probationary airing.

What length of time elapses before goods of the second class are released?—The second class of goods are aired for thirty days.

Do they undergo any probationary airing?—No.

It is at the option of the ship to remain to take them in again, or to let them be removed by lighters?—Yes; frequently the ship does stay, on this account, that the ship has to wait thirty days after the goods have been removed; and as the goods are to be detained only forty days, it is as well that the ship should remain another ten to take them in.

How are the men disposed of?—The men remain on board their own ship.

Are they released sooner?—Not until the expiration of thirty days.

And the same with respect to the passengers?—Yes.

Is there any examination of the men?—I muster them, and Doctor Newberry also goes off frequently, and sees them.

This is the case, if no circumstance of sickness has occurred on board?—Yes.

Does not an examination of the men take place if she comes with a clean bill? Only to muster them, and see that there is nothing of a suspicious nature.

Are the thirty days that the vessel is detained independent of the probationary airing which had taken place?—Yes, the ship remains thirty days after those days.

Supposing any illness has taken place during the voyage, or any person appears to be ill at the time the ship arrives, or any are taken ill after the arrival of the ship, what is the proceeding?—To report with all practical despatch to the Privy Council, and wait their directions.

Has it ever occurred to you to make such a report?—No, I do not know that it has.

Have you never had occasion, during the fourteen years of your residence, to make such a report?—No.

That illness, of course, is confined to appearances of the plague?—Yes. If a person is ill with a cold, or any thing of that kind, Doctor Newberry mentions in his report to the Customs, that such a person is labouring under a cold.

Every illness, however slight, is reported and brought under your notice?—Yes.

By whom?—The two guardians on board are by their instructions bound to make a daily report to myself and the medical attendant, that the airing is proceeding, and as to the health of the crew.

What is the species of examination which the medical attendant applies to the crew?—He musters them on deck, and makes his inquiries.

He does not go on board?—No; he remains in the boat with me.

During the whole of the time you have been superintendent you must have had under your care a great many vessels coming under various circumstances, and with foul bills of health?—Yes.

Have you had any in which any person was supposed to have been ill during the voyage?—Not with any infectious disease.

You have already stated that you have had none taken ill, or actually ill, when they arrived?—No, I do not recollect any cases.

Do you recollect any case in which the expurgators, who are the persons who examine the goods, have ever been taken ill in consequence of such examination?—No, I do not recollect an instance.

Not during the whole fourteen years?—No; I believe, in one instance, there was a box of apparel opened, and one of the persons who were opening it felt a giddiness in his head, but it went off in the course of an hour; and during the

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forty days quarantine there was nothing occurred that might not have occurred without the opening of that box.

Did it affect both of them?—No, only one; therefore I did not attribute it to that box.

Did any other symptoms follow?—No.

Have you, within your recollection, any case of cargoes having been destroyed by order of the Government?—Yes.

Will you state under what circumstances that took place?—In my time the only cargo that was destroyed was a quantity of hare-skins.

About what time was that?—In August 1814; they were destroyed by order of Doctor Pym.

From whence did they come, and what were the circumstances?—From Smyrna; the ship arrived with a clean bill of health, and the hare-skins were put into the lazarette in the usual manner, after undergoing a probationary airing. After they were so done despatches were received from the consul at Smyrna, as I understood from Lord Sidmouth's letter, that five persons, who were employed in packing those, had died of the plague; in consequence of which Doctor Pym came down, and wished to go on board the lazarette to see them, but I did not feel justified in going on board and returning without a special licence, and Doctor Pym brought a licence down for him and me to go on board the lazarette without being liable to quarantine: we saw the skins, and in consequence of the report Doctor Pym considered it the safest plan that they should be destroyed.

In what way were those skins examined?—They were handled by the men; but we found the officers of the ship had not hung them in strings, as the Order in Council directs skins should be hung, they were all spread about the deck, six or eight inches high, and turned daily. In consequence of the report, and the order from my Lord Sidmouth, they were destroyed.

At the time they arrived, did they undergo the common probationary airing?—Yes, the whole process was gone through.

Your men had examined them?—Yes.

They had been turned over again and again?—Yes.

What time elapsed between the arrival of the ship and your going on board with Doctor Pym?—I do not recollect the number of days; they must have been more than twenty days, I think, because the probationary airing would occupy fifteen, and they had been in the lazarette some days previous to his coming; the hare-skins were paid for by Government.

Several ships from Mogadore loaded with goat-skins were destroyed in 1800?—Yes; that appears from the books of the office.

Are the guardians and expurgators the same persons?—The two guardians are on board the reporting ship; it is the duty of the guardians to see the men put their arms into the goods.

Who are the expurgators?—The crew of the reporting ship in the first instance.

Did the expurgators examine those hare-skins, thrusting their arms into them during the examination?—Yes.

Were the goat skins examined in the case to which you have referred, in the year 1800?—No; the ships and cargoes were all destroyed together.

Did any inquiry take place on the subject of the hare-skins?—I believe only the inquiry Dr. Pym himself made.

He attended by order of the Government?—I understood as soon as Lord Sidmouth received the despatches, he sent for Dr. Pym, and sent him to the Creek to see the state in which they were.

You do not know whether any subsequent inquiry was made whether the statement made to Lord Sidmouth was a true one?—No; I do not think there was time for that, for Dr. Pym came down directly.

Those hare-skins had undergone a probationary airing, and had then been removed to the lazarette?—Yes.

How were they destroyed?—They were burnt on the Marsh Wall.

Was there any indication of illness on board the ship after that?—No, not the least.

The expurgators were not afterwards affected?—No, they were not.

How long were the crew of that vessel detained afterwards?—The thirty days after delivering their goods.

What is the whole length of time from her arrival at Standgate Creek, to the time she

she is usually dismissed, of a ship carrying a considerable proportion of first-class goods, and bringing a foul bill of health?—That depends a little on the time of her delivering the goods into the lazarette; sometimes they are two days, and sometimes three days delivering into the lazarette; sometimes only one, then they have thirty days after that.

You have stated that a considerable proportion of first-class goods are divided into different airings, what is done with respect to the remainder?—The three airings are delivered, and then they go alongside to deliver the remainder.

What proportion of the goods are included in the three airings?—As much as can be aired on the decks with safety; if it were bad weather, they would be injured if there were large quantities.

Are there any of the first-class goods ever left without the probationary airing?—Yes.

Is it not as necessary that the whole should be aired as any part?—So it would appear; probably it was considered necessary that there should be fifteen days probationary airing, that if there was disease it might manifest itself.

That fifteen days might have operated as an airing, or a time for betraying disease, if it was latent?—Yes; but in the case we had within these few days of a ship from Alexandria with 1,000 bales of cotton, it would have been impossible to air those within fifteen days on the deck.

How are the quarantine dues collected, are they collected by you?—No, by the collector of the port.

Is a vessel subject to any charges beyond those upon her tonnage according to her having a foul or a clean bill of health?—No; I believe no other charge but the regular duty, the foul-bill duty or the clean-bill duty; that includes all the expense of the quarantine establishment.

Your duties, then, are only confined to the general superintendence of the execution of the law respecting quarantine?—Yes.

You know nothing of the receipt of the duties?—I do not.

When a ship brings a foul bill of health, and has on board a considerable proportion of what are called unsusceptible goods, when are they dismissed?—In thirty days, if she has no enumerated articles.

That is observed strictly, is it?—Exceptions are made to it by the Lords of Council, who have power to lessen it, and in many instances it is lessened.

Is it not usual to make an application in such a case to the Lords of the Treasury to be released?—Yes.

In all those cases it is a matter of course?—I believe in all cases.

In what proportion of cases is that application successful?—I cannot speak to the number, but in many instances the ship has been discharged before the expiration of the thirty days.

Is it not, in most instances, where there is not a foul bill of health?—They never wait the thirty days, unless there is a foul bill of health.

Where there is no illness, and no indication of illness, is not the vessel generally released within the time?—Perhaps I ought to say, that it is merely from the report of the master that his broker has made the application that I became acquainted with it. I do not know it officially, but I believe that to be the case, and I believe their Lordships have in many instances depended on the next ship which arrives, if the next ship which arrives brings a better bill of health; if a vessel arrives from Smyrna, and twenty days have occurred since an accident has happened, if the next ship sails from Smyrna ten or fifteen days afterwards, probably she will bring a clean bill of health, then their Lordships have been pleased to permit the first vessel to have the benefit of that, and to release the vessel in fifteen days instead of thirty.

Has that frequently happened?—Yes, in many instances, though I cannot charge my memory with the date.

When the cargoes of two different ships are put into the lazarette, is it necessary for the one that is put in first to wait till the time is out during which the last ought to stay?—The case is different with a clean and a foul bill; with a clean bill the goods going in does not affect it; with a foul bill it does.

Supposing the goods from a vessel with a clean bill of health are put into the lazarette, and the goods from a foul bill are put in, do they detain the former?—That is not allowed; I cannot put in goods from a foul bill with those from a clean.

If goods were put together from two vessels, each having a foul bill of health, would the bringing in of the second detain the first?—If they have both arrived with

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a foul bill of health they do; but it is not usual if we have room in a second lazarette to put them together.

Do you conceive yourself to have the means, by a partition or bulk-head, to keep the two cargoes separate?—I think not; it would require two crews to do that; if the same persons handled it we should say that the goods are subject to the same quarantine.

Enumerated goods of the first class are subject to forty days detention if with a foul bill?—Yes.

Enumerated goods of the second class are subject to only thirty days detention?—Yes.

But if put into the same lazarette they must be subject to forty days, though subject by the Order in Council to only thirty days?—We have great difficulty in determining which are first, and which are second class. When Dr. Pym visited us he stated that some goods which we considered as second goods, such as madder, for instance, in hair packages, were first class.

Are not goods which by that Order in Council are subject to only thirty days quarantine detained forty days, by being put on board the same lazarette as those directed to be detained forty days?—Many of the goods which appear to be second-class goods are made first class by their packages: there is a clause which says that all goods packed in first-class articles shall be rated as first-class goods.

Supposing they were not packed in that way, what would be done?—They would be detained unless we could appropriate another ship for them; but I believe, in some instances, their Lordships have directed the goods to be discharged at the end of thirty days, provided I could prove they had not been on the same deck with the first-class goods; but we have had so little of the second-class goods that I cannot call them to mind: we have nothing hardly under the class of second-class goods, except opium. The owners of goods have in many instances been deceived with respect to the class under which they come: many have written to me to say madder and galls are only second-class goods; but then, being in hair bags, they become first-class goods: formerly they came with a piece of canvas on the top; that was considered clearly first class; but many gentlemen conceived that a hair bag was not first class, not being treated so in Turkey.

In point of fact, in consequence of the manner in which they are brought in, there are scarcely any second-class goods?—Scarcely any.

What is done with respect to grain?—Grain is allowed to be delivered at the end of eleven days.

What is your establishment at Standgate Creek?—We have four permanent lazarettes, and one temporary, besides my own vessel, and there is an hospital-ship.

Have you always found that sufficient?—We have been obliged to employ the temporary lazarette occasionally.

Have you been often subject to the necessity of putting the cargo of one ship on board the lazarette, while the whole or a part of a cargo was on board it with an unclean bill?—Very rarely such a thing has occurred.

Supposing part of the goods brought by a ship with an unclean bill had been put on board the lazaretto, and had continued there during a great proportion of the forty days that they ought to stay there, and that another ship arrived, and you placed a part of those goods on board that ship?—I would not do that.

If you should do that, would the effect of it be to detain those goods that had been in the vessel before, till the period of the termination of the quarantine of the goods that were subsequently put there?—Certainly; in case that was done, that must be the effect of it, if with an unclean bill of health, but not with a clean one.

Does any proportion of goods of the first class subject a vessel to the whole of the quarantine?—Yes; any ship arriving with articles of the first-class goods, however small. I do not know an instance where a ship has arrived with so small a quantity as to put it all into one airing; if so, the consignees of the cargo would, I apprehend, petition to have them put into one airing, and so shorten the probationary airing.

A ship, arriving without any enumerated goods at all, and without receiving any service, or occasioning any detention beyond the exchange of a letter, is subject to the duty of 8 s. 6 d. a ton, is it not?—Yes, I believe so, coming from Turkey.

Do you know any reason why there was 1 s. extra imposed in the port of London?—No, I do not.

Is a ship released, when it is released, by a special order, or merely by the expiration of the period?—By a special order.

Upon what species of report does that special order proceed?—I make a weekly return, which is transmitted to the Council Office, and it is upon that return, I believe, and also the medical officer's report that the crew remain in good health.

Does your report include the medical report?—No, that is sent along with it.

Sir Gilbert Blane, Bart. M.D. examined as follows:—

Having heard the examination which has taken place, and become acquainted with the nature of the precautions taken with respect to cargoes coming in ships differently characterized, as you have turned your mind very much to the subject, will you have the goodness to state whether you think any part of those precautions might safely be dispensed with for the general convenience of the trade, either in respect of time, or the distinctions which now exist?—It is four-and-twenty years since I was led to consider this subject, which I then did very closely, and I am not sure whether I could give an answer to that question without turning it a little more in my mind. According to the view which strikes me at present, I think they are sufficient security for the public health, and I do not think that any part could be dispensed with. I remember in 1800 we thought there were some unnecessary embarrassments to trade, and they were made easier: the great alarm of danger had subsided in consequence of the long exemption of the country from infection. There was not conceived to be so great danger as had been formerly apprehended; and the truth is, that the danger does not arise from the laxity of quarantine regulations; the different degree of danger consists in the different susceptibility of different classes of the community; and those men may be very safe who lodge in their ships, but then they are under a pure atmosphere. If a specimen of that cotton was to be carried into a cellar or a garret in St. Giles's, it might act upon the persons there. There is an anecdote in Lord Clarendon's history of his own life to that purport. He left London with the Court in 1665, and went first to Farnham, and then to Oxford: when he returned next year he found none of his friends and acquaintances had suffered from the plague, though they had remained behind; and that the whole devastation was in the lower orders. The streets and houses are very different now from what they were then; the lower people lived in so very foul an air in St. Giles's and Whitechapel; it was there it broke out first, and it did not extend among the gentry and nobility; the whole devastation, almost, was confined to the ill-aired houses, and the squalid classes, of which the labouring class consisted at that time.

You must be aware that the delay occasioned by the quarantine is in itself a very great inconvenience to trade?—Most assuredly it must be.

Do you think the time consumed might be shortened?—With regard to myself, I should not be in the least alarmed if any one would undertake the responsibility of saying it might be greatly shortened; but if any step of the kind was taken in consequence of my advice, I should not be quite easy in mind.

The Committee wish to receive your opinion in conjunction with the opinions of other medical men?—I think that the community would be perfectly safe under an abridgment of these thirty and forty days. Some have been for abolishing quarantine, but I cannot go that length.

Could you be prepared to state, after having turned the matter in your mind, what abridgment you thought would be consistent with the general safety of the country?—That is a very serious question: If any thing were adopted on my responsibility I should not feel perfectly easy. If the Committee will permit me just to revise the papers I have on this subject, I shall do it with great pleasure, and be able to state an opinion more decidedly another day.

Do you apprehend that goods, known under the name of goods of the second class, are capable of conveying contagion: the goods in that class are senna, jalap, tragacanth, myrrh, opium, scamony, antimony, cantharides, alum, juniper berries, pomegranates, flowers and seeds, sal ammoniac, madder, shumach, galls, tobacco, coffee, wood in raspings, and cork?—Certainly, much less so than any thing made of hair or wool, or any thing of that kind; but I should not like to give a decided answer, and say that something noxious might not adhere to them as well as the others.

Can it be possible for a man who should have been infected with any contagious disorder to convey the contagion to goods of any description whatever previous

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to the appearance of the disorder upon himself?—No, I do not think it would, because I think the contagion can only be conveyed in the latter stages of the disease, when the disease has manifested itself by certain morbid secretions outwardly. I do not apprehend that there is any danger of that before there are manifest symptoms.

Do you apprehend that the circumstance of men having touched goods in one stage of quarantine, and others in a later stage, ought not to occasion those which came first to continue as long under quarantine as the last?—Most certainly, there is not the same danger by many degrees.

(To Mr. Sanders.)—Are you able to ascertain the particular goods the men have touched?—It would be quite impossible for us to ascertain from which cargo they have imbibed the infection, if there were different cargoes on board the same ship.

Do you apply the same expurgators to all the cargo?—No, there are four different lazarettes, and there are expurgators to each.

You were understood to say that the expurgators were the crew of the vessel?—During the probationary airing, not afterwards. Those who have to do with the goods on board the lazarette are the men belonging to it.

(To Sir Gilbert Blane.)—You say that a person not actually infected with the plague, that is with no appearance of it upon him, would not communicate it to the goods he handled?—Not in so far as he laboured under the disease, any more than a man who did not labour under it, exclusive of what might adhere to him as to any other portion of matter.

Then if a man in that state could not communicate it, would he be likely to work in a state in which he could communicate it?—The interval is found to be very various; sometimes men are struck in a few hours, sometimes in a week or ten days; the plague is a very irregular complaint, so that I could give no precise answer to that question.

Is a man, when he is in a situation to communicate the infection, able or willing to work in general?—No, I should think not, for then he would be labouring under severe suffering and debility, and quite unable of working.

Then if it is a fact that he cannot communicate the plague, but in such a state of infection that he cannot, or is not willing, to work, it is not likely that the plague would be communicated at all to the goods?—Not by the labourers.

It is not within your knowledge that any instance of infection has ever occurred in England since 1665?—No, if it had we should have heard of it.

Is it not possible for a person having received the infection to communicate it without being either visibly ill himself, or showing any marks of his having received it?—Yes, certainly, it might adhere to him as it would to a piece of goods.

Are there not instances of persons having been the channels of conveying infectious disorders, without having been themselves affected?—Yes; about the year 1750, in the famous assizes at the Old Bailey, it was observed that the prisoners themselves were not affected by the fever; they were very foul, and squalid, and foetid, and they communicated the fever to the Judges and Jury, and great part of the auditory; but it was remarkable that those men themselves were not affected.

The former question applied to the communication of the disease to goods?—Not as being affected by the disease, he might, as a piece of goods would, supposing the morbid matter attached itself to him.

Do you not think that the detention of passengers so long as thirty days is liable to make them ill themselves frequently?—It might, from moral causes, arising out of great inconvenience and distress of mind.

You are not aware of the operations of the regulations of quarantine in Holland, probably?—I have heard that they are very slight.

Do you know that indiscriminate admission is permitted, that is to say, that the officers go on board without hesitation?—I have heard so.

Do you think that there is any thing in the climate of this country which would require more rigid precautions to be taken to guard against plague than in Holland, or any of the countries on the continent?—No, I think not.

If therefore it should appear, that by the practice of those countries much less of rigour is observed with respect to quarantine, and that to have been observed with impunity for a considerable space of time, should you be of opinion that this country might be safe under the same circumstances?—No doubt of it, if the fact is so. It may be curious to observe, that the plague can only spread under a certain range

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of atmospheric heat. If the heat rises above 80° or falls much below 70° , the plague totally disappears; it has never been in this country except in the months of July, August and September, and it then dies away and becomes quite extinct in winter. It is remarkable in Egypt, that as soon as the heat rises above 80° it instantly disappears. About Saint John's day the superstition is, that Saint John sends an angel who destroys the plague, but the truth is, that the plague is incompatible with a certain degree of atmospheric temperature; the consequence is, it has never been known within the tropics, within the polar circles; it has never been across the Atlantic Ocean. It differs in this from small-pox, and other specific contagions, and this proves how vain it is to reason from analogy. Some gentlemen have said it is not infectious, because it is not so in all situations and circumstances as small-pox is. We must be determined by facts, and not by analogies.

Do you think that the disorder which prevailed in England in 1665 was the plague?—Not a doubt of it. It corresponds perfectly with the plague in the Levant to this day. It is quite different from the plague of ancient days, but quite the same as the plague in the Levant. May I be permitted to mention one thing which would be a great relaxation to quarantine restrictions: my opinion is, that this country is perfectly unsusceptible of the contagion of the yellow fever. I am well convinced that it is highly infectious, and has destroyed thousands and myriads in consequence of the neglect of quarantine, but it never can, any more than the plague, exist, except under a certain degree of atmospheric heat; but it is singular that where the range of the plague leaves off, the range of the yellow fever begins; for in the same manner as the plague never can exist with an atmospheric heat of 80° , the yellow fever never takes place but where it is 80° or upwards. It is the production of the torrid zone, but when carried into the temperate zones it never can take effect but in the seasons when the heat is equal to that of the torrid zone, which is 80° . It never was known in America but in the summer months; it never was known at Cadiz, and Gibraltar and Malaga, but in the summer months. As soon as the winter approaches the difference of the temperature is sufficient entirely to extinguish it. My conviction is, that this country is perfectly unsusceptible of the yellow fever, therefore it is a pure gratuitous impediment of trade to take any notice of yellow fever.

You state that the plague has a range only between 70° and 80° ; would it not be possible to introduce a considerable relaxation with respect to the precautions during those periods of the year when the heat was considerably below 70° ?—I argued that point very strongly with the Committees of Privy Council some years ago, but I could not make that impression which I wished. I think it is well worth while for this Committee to re-consider that. With respect to the plague, there are certainly eight months in the year in which this country is not susceptible of the plague.

Might goods be received in this country during the cold months, but retain their infection until they might happen to be opened in the hot months?—Though imported in the unsusceptible months, the morbid matter might lie over till the months in which there is a susceptibility. In the eight cooler months I would say half, or a third part, of the quarantine is sufficient. When we consider that the plague ceases when the accumulated morbid poison is at its greatest height, and produces no future effect either in the ensuing winter nor next summer, there can be little or no risk from the very small portions that can be imported in goods.

You think that during the cold months it would be necessary to ventilate the goods notwithstanding what you have just stated?—Yes, I think it would be prudent. I understand that some reliance is placed on the little attention paid to quarantine in Holland; now with regard to Holland, I think it very dangerous to lay much stress upon what is done there: Holland is the most cleanly country there is, but at the same time it is a country of the most dense population, and once the most commercial, and therefore, in these respects, the most susceptible and the most exposed. I think it is from the carelessness of the Dutch that it has so often visited Amsterdam.

Has it been often at Amsterdam?—Yes; I had a conversation with the late Stadtholder upon the subject. It is not fresh in my memory, but it was in Holland about the time that it was here; it was supposed to have been brought from Holland in the year 1665, for it prevailed in Amsterdam in 1655, 1663, and 1664. I think therefore it would be very unsafe to follow her example beyond a certain point, for they have been severe sufferers from it. It is mentioned in the histories

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of the plague that it prevailed at Amsterdam in 1622, and the eight consecutive years.

How lately?—It prevailed there in 1664 the last time.

Has it prevailed there since that time, I believe not?—It was very bad at Copenhagen about the year 1712.

It is more than a century ago that any infection in Europe has been known, is it not?—No; if by Europe is meant Christendom, it was in Moscow in 1771; it was traced from Moldavia in the Turkish war; it was in Marseilles in 1720; it was at Messina in 1743; it carried off thousands in both those places. It was supposed to have been introduced at both places, not by regular merchandize, but clandestinely, by contraband articles. That part of Europe belonging to the Ottoman empire is never free from it.

Martis, 6^o die Aprilis, 1824.

The Right Honourable CHARLES GRANT, in the Chair.

Sir Gilbert Blane, Bart. M. D. again called in; and Examined.

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YOU were so good as to say you would consider this subject, and give the Committee further information upon it?—I have reviewed my notes and references, and have some additions to propose. I was asked whether any thing can be relaxed consistently with the public safety. The principal means of relief which occur to me for amending the quarantine, would be first to make a difference between the susceptible and unsusceptible months; there are six or eight months in the year in which I should propose there should not be more than one-half the detention which there is in the other months, that is from October to March, both inclusive, perhaps April might be added; or to speak more correctly, probably from the middle of April to the middle of October might be considered as the susceptible season. I think that with regard to passengers, and with regard to those goods which are not enumerated, but which are exceptionable from their packages, a great abridgment might be made; because the persons of men, and the mere surface of which the packages consist, must make a very different case from that in which the infection pervades the whole mass of a bale; and therefore I think with regard to persons, and with regard to the unenumerated goods, which are exceptionable from their package merely, the voyage itself should be considered as part of the quarantine, because during that the surface is exposed to the air more or less. There is another thing which I think is worth reconsidering; twenty-four years ago I mentioned fumigation, but to this the members of the committee who belonged to the Levant Company strongly and decidedly objected; but there has been in the interval a method of fumigation, founded on the splendid discoveries of the president of the Royal Society, Sir Humphrey Davy, a principal called chlorine, produced from sea salt; all the former fumigations were objected to from their discolouring the cotton; now this chlorine is exactly the principle which has been employed for bleaching of late, and cloth or materials for cloth can now be bleached in a few hours, or less time, as well as they could have been bleached in as many weeks by the old way of laying them on the ground; and this chlorine, so far from injuring the colour, would rather improve it, for it would shorten the future operation of bleaching. I am not manufacturer enough, nor merchant enough, to know whether that is exceptionable, but I have thought it desirable to submit it to the Committee, and inquire of the members of the Levant Company whether they considered this mode of fumigation equally exceptionable with the old; certainly this would greatly abridge the detention of goods. With regard to the decreased susceptibility, I have been looking further into my notes, and into other reports, and I find there is an increased and increasing encouragement regarding what I mentioned before concerning the habits of life of the people; for in the seventeenth century, when the last plague was in England, I find there is mention of twelve different plagues in different parts of England in the course of that century, including the four great plagues of 1603, 1625, 1636, and 1665; and in the rest of Europe there are histories of forty-five plagues, which make fifty-seven, taking in the English; and of those forty-five it is remarkable there were fourteen in Holland, besides one in Leyden, and two in the Netherlands; all those occurred between the beginning of the

the seventeenth century and the year 1665. Now in the eighteenth century, which is the one just elapsed, I have found the histories only of fifteen plagues, and I take that to be much more correct than the former one, for they were almost too numerous to record, and the eighteenth century was a more literary age, so that we have more authentic records of them: I speak now of Christendom. Not one of those occurred in England. There was one alleged to be at Amsterdam in the year 1711, by a very respectable author, Doctor Heberden, but I cannot find the least intimation of it in any history, either medical or civil, and therefore I doubt it. I have looked into the works of the great physician of that age, Doctor Boerhaave, who makes not the least mention of it; Baron Fagel, the minister of the Netherlands, whom I called on this morning, has looked also into books of that period, and can find no mention of it; so that in Holland, the date of the extinction of the plague is nearly the same as in England, the last having been in 1664; but of those fourteen that were in Holland, there were eight in eight consecutive years, from 1622 to 1628, all plague years, with a mortality from 4,500 to 12,000; and the plague was again at Amsterdam for three consecutive years, in 1653, in 1654, and in 1655; also in 1663 and 1664, and to my belief has not been there since. I see in the account of the plagues of this country they are generally said to have been brought from Holland; there was one said to be from Smyrna, but the general belief was that our plagues were brought from Holland.

Is that stated on any authority?—Yes; from the books which I have consulted. The English plagues I take from the history of the civil wars; those at least that appeared in the provincial towns of England.

You are satisfied those were all appearances of the plague?—Yes; and of those fifteen plagues which occurred in Europe in the 18th century there were only three or four which could be called great plagues, those of Messina, of Marseilles, Moscow and Dantzic. All these happened in the first half of the century, that is, between 1710 and 1743, except that of Moscow, which was in 1771. With regard to the present century, of which there has very near a fourth part elapsed, there has been no plague in Europe ascertainable, and it would certainly be ascertained, being so recent, and the documents so perfect, except in Malta, Corfu, a slight one in Calabria, and one case of plague in the lazarette at Leghorn, which I mention on the authority of Doctor Pym. So far as there is a continued diminution of susceptibility to plague, probably from improved habits of life, there is every encouragement to justify a relaxation of the rigour of quarantine detentions and impediments.

You think that during the six months from October to March half the detention would be sufficient?—Yes.

During the other six months do you think the detention is requisite to the present time?—I think it should remain on the same footing, excepting with regard to persons and packages; I think there is a material distinction between those and an infection supposed to be shut up in the masses of bales.

Do you think persons may not communicate it?—Persons who have been walking the deck for thirty or forty days, between Alexandria and England, I think are sufficiently aired.

Do you think it is necessary to retain the goods enumerated in the second class to the extent to which that is done?—That has been done on very good consideration; I should not propose any change.

You think that goods not enumerated, being inclosed in packages of the first class, need not be so strictly guarded?—No; I should think a half or a third part would be sufficient. I am sensible it might be objected, that in those short airings in the winter months an infection might be so entangled as to break out when they came to be opened and manufactured in the summer months; but if this objection was to be valid, there would be the like objection to all those bills which are granted in the foreign ports, for the clean bills are supposed to be clean after a lapse of forty days from the last person that was known to be ill with the plague; now, if there was any solid objection to that, there would be the same objection to clean bills at all, for who could say that forty days was sufficient to eradicate the whole of the infection; but it would appear that forty days was enough, because we have never heard, in the whole history of quarantine, of any accident from clean bills.

There has been no plague in Holland since 1664?—No.

Are you aware of the precautions used in Holland during that time?—Yes; I see by a book of a Doctor Rose, an English physician, that in the year 1720, though they had no regular lazarettes, they made very strict laws and circumvallation, and quarantines; but a later author, of equal credit (Mr. Howard), says, they are so lax,

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that their precautions in Holland cannot be considered as of any value at all; that they are inefficient and farcical. I understand, however, that they take more pains now; for I was informed by Baron Fagel this morning, that two or three years ago he had orders from his government to send over an account of the methods practised in this country, which they meant to follow in that country, and which he believes they have adopted to a certain degree.

How long ago was that communication of Baron Fagel?—I think within these two years.

Did he state that the Dutch government had seen reason to be alarmed from any thing which had occurred?—No; no particular incident to give alarm.

Baron Fagel is probably aware that they are more relaxed now than they were five years ago?—No, he is not of that opinion; he thinks they are more strict than they were, as it was with that view they asked information from him; it is only by inference he thinks so.

Is he aware that they make no distinction between clean and foul bills of health at this moment?—I did not enter into that with him.

You are not aware that there is any difference perceptible in the plague coming from different countries in the last century and half?—No; I believe it is the identical disease.

You attribute the decrease to the decreased susceptibility of the European world?—Exactly so. I believe myself that lazarettes have saved certain countries from the plague. In Venice they have not had it for 300 years; and at Marseilles, since the great plague, there have been several instances of men catching the plague in the lazarette, and that has shown that goods have really imported it, and makes me extremely cautious of advising the total abolition of quarantine. With regard to Venice, it has been a less commercial country certainly for the last 300 years, because of the discovery of the passage round the Cape of Good Hope; and the same may be said as to Holland, the absence of the plague being pretty nearly cotemporary with the Navigation Act. Holland was the great commercial resort of the world before that, from its commerce and carrying trade; therefore, their having had so much less commerce since, may in some measure account for its immunity.

What were the precautions at Venice?—It is reckoned quite a pattern lazarette.

Are they as strict as we are here?—I believe more so; and their method is more perfect.

You were understood to state, that in your opinion no greater precaution against infection is necessary here than in Holland?—No; not from climate or from modes of life.

If any serious appearance of infection had occurred in Holland, is it not extraordinary that to the year 1800 no further precautions were adopted than putting part of the cargo of a ship arriving from Smyrna, with a foul bill of health, into a lighter, and without landing any part, only detaining the ship and cargo twenty-one days in quarantine, and since 1800, that even those regulations should have been relaxed?—I can in no way account for that; I think it is very unlike the Dutch character, a grave reflecting people; and I have been tempted to think, it is from something of the same principle as in the Mahometan countries; for the Dutch tenets in religion, in point of fatalism and predestination, are very much like those of the Mahometans.

You have stated that only one case of the prevalence of plague is alleged to have taken place in Holland since 1664, but the authenticity of that you doubt yourself, and it is also doubted by Baron Fagel?—Yes.

Have you ever heard of any one instance in Holland since 1664?—No, not any, except that mentioned by Dr. Heberden, which I think must be a typographical error.

You have stated that from October to March, both inclusive, are months in which infection is not so communicable, and therefore you think the precaution might be relaxed?—Yes, greatly abridged.

If in other months there is danger, must not the same establishment, or nearly so, be kept up?—Undoubtedly.

Therefore little relief would be experienced from this circumstance, unless the establishment were altered?—I fancy it would be a great commercial accommodation to be delivered from one half of the time of detention; part of the grievance, I understand, consists in the detention of the goods. If it were not for timidity, and some share of responsibility lighting upon my head, I should say, that in the susceptible months also it might be very safely abridged.

Have

Have any lazarettes ever been established in Holland?—None ; not the shadow of a lazarette.

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If the risk had ever appeared material, would there not have been such, in your opinion?—That I cannot answer ; but as an historical fact, it never has been so.

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If the risk had been great, would there not have been, in your opinion?—Prudence would have dictated that. I think all the great plagues of London, except one, were imputed to importation from Holland. They were the great carriers of the world then, and most of the commodities of England came through Holland.

If goods arriving from Turkey through Holland are detained in quarantine only fifteen days, would not the government have directed the performance of a longer quarantine here, if they had considered that danger of infection existed in Holland?—I should think so. The circumstance of a long circuitous voyage might throw them off their guard. I will beg to read an extract from a plan of quarantine which I gave in four-and-twenty years ago to the Quarantine Committee. When a great alarm was felt, I was called upon to give in a plan about the extension to forty days. " This is necessary, at least in the summer six months, which may be called the susceptible season. The plague in England begins to show itself in June, but is not properly epidemic, except in July, August, September and October. The number that died in those months in London in 1665, was 64,821, of whom 31,569 died in September, and only 9,444 in October, which equally proves its rapid increase and decline." The infection becomes spontaneously extinct in the winter months, and it may be a subject of future consideration whether the quarantine might not be safely shortened to twenty-eight days during that part of the year. It would add greatly to the public safety if all cargoes from suspected places could be imported at that time ; but if the circumstances of the trade will not admit of this, the abridging the time of quarantine will at the least operate as a premium to the merchant, to make his importations as much as possible at the season in which he can avail himself of that advantage. If this regulation should be adopted, it should be so calculated, that all ships arriving from the 1st of April to the 1st of October, should be subject to the long quarantine. I should humbly apprehend, that though there ought to be a proper firmness in resisting the representations of interested individuals, yet that as far as is compatible with the public safety, the convenience of the merchant should be studiously consulted, not only from considerations of private justice, and the national advantage accruing from the encouragement of trade, but from policy, inasmuch as there is a better likelihood of restrictions being fairly submitted to, when they are considered not to be unnecessarily rigorous. It appears that recent plague infection is very volatile, and that it is retained only where it has been a long time in contact with the substance to which it adheres. At the house of one of the imperial nuncios it used to break out for several years together at the susceptible season ; it must have adhered to the furniture ; but recent infection is very volatile, and soon evaporates.

Are you of opinion there is any danger in putting out fruit into a lighter from a ship with a foul bill of health, taking care there is no communication between the crew of the vessel and the crew in the lighter?—No ; I think in these circumstances it cannot communicate infection.

Are you of opinion seeds can?—Some seeds are rather a more spongy loose substance ; I should apprehend that was more exceptionable, but very little more ; grain is not considered as exceptionable, and seeds partake of the nature of grain, except where they are of a more rough or spongy loose texture.

Do you think there is much liability, or any liability of infection being communicated by either?—No, I think that might be quite neglected. It happened in Edinburgh in the year 1780, that there being very strict regulations made with regard to the Baltic ships, the plague being suspected to be in Poland, there was great alarm ; and there being a great scarcity in Scotland, and many ships from the Baltic having arrived with corn, the magistrates of Edinburgh stated to the authorities here, that there was a danger almost of famine, unless the Baltic corn was allowed to be landed ; and there was an order in council to make an exception, and the corn was landed.

There was no inconvenience resulted?—No.

Seeds are enumerated in class the second, but from what you state you will be of opinion they might be omitted—Yes, I should apprehend there is no real danger from seeds.

Supposing the wooden packages to be handled by the crew of the ship, and afterwards

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wards by the lightermen, if the ship's crew are in health, is there any danger of infection being communicated?—No; I think they might be omitted.

Would not this apply generally to all the second class goods, as the objection appears principally to be to their having been handled by the crew?—Yes; I do not see any solid grounds for exceptions or distinctions.

Is opium of a susceptible nature to convey infection?—Not equal to cloth, and other things of that nature.

Is not coffee an article that might be excepted from the second class?—Yes; for that is a smooth and hard article like grain.

Would not that rather repel infection, being an aromatic?—No, I do not know that.

You think that might be safely left out?—Yes.

Is tobacco capable of conveying infection?—No; there is something repelling infection in its quality; smoking of it is thought to give an exemption.

Will you have the goodness to cast your eye over the list of the second class articles?—I do not see the necessity of any additional distinctions; I think there ought to be nothing in the first class except cloth, and the materials of cloth, cotton and hair, and furs, feathers and flax, cordage and canvas.

Do you include leather?—Yes; the most exceptionable article of all is rags.

You are acquainted with the mode in which the probationary airings are performed?—I never witnessed it.

Are you of opinion they are in the smallest degree useful?—Indeed I should think so; every exposure is useful.

If the practice is that merely the sides of a bag of cotton are stripped open, and the arm of the expurgator thrust into it, are you of opinion that is any airing?—The security also arises from the escape from disease of the person who exposes his body to it.

If no instance has ever occurred of any such expurgator being infected, there can be but little risk of communication of infection, and therefore little benefit in that mode of airing, which frequently materially damages the goods?—I should conceive very little benefit.

You retain the same opinions you have stated in the plan you have given in, with the exception of your having relaxed in respect of the restrictions and guards?—Yes.

Do you know whether there are any quarantine establishments in ports in the Baltic?—I cannot say; but the plague has been so far as Bergen, in Norway, more than once.

When you spoke of Europe generally, you included all the North?—Yes, all Christendom: I have only further to add, that there has occurred to me an alteration in the law of quarantine, which would both add to the public security and be favourable to the interests of commerce. The data hitherto submitted to the government for their guidance, have been furnished at the exporting ports, and consist of three classes of documents; the clean bills, the foul bills, and an intermediate one, adapted of late years from the French, called a suspected or touched bill. These are expressive of different degrees of danger; but there is a still higher degree of danger, the intimation of which cannot be derived from the exporting ports, for it consists in the actual occurrence of the plague during the voyage. This evidently affords grounds for instituting a class of cases much more dangerous, and also more definite than the others. They do not seem however to have met with that deep and serious consideration which is due to them, either in Acts of Parliament or Orders of Council; for the treatment prescribed is not much different from that in cases of ordinary foul bills, at least the difference is not so wide as the great difference of danger calls for; and the rules respecting them are very ambiguous and imperfect. In my opinion, double and triple precautions ought to be enjoined in these cases; and what I have to propose is, that the quarantine in such a predicament, should in the cases of persons, personal articles and goods, be double of what is now presented for foul bills; and the public being duly protected against this most serious and real of all dangers, a great relaxation even to two thirds of the periods of detention, might be according to the three inferior classes; and as the feelings of the public are naturally and justly excited with regard to so dreadful a calamity, the great additional security proposed respecting this, the highest degree of danger, would allay any prejudice or excess of anxiety regarding it, and prove a set-off against that remission of rigour by which trade would be so much benefited. It is true that no cases of the above description have

have occurred in the history of English quarantine, but even possibilities should be guarded against on matters so awful. The proposed alteration is much more applicable to England than to the Mediterranean ports, for the length of the voyage, while it tends in a certain degree to purify, affords also a greater chance of the development of disease.

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Mr. Charles Sanders, again called in; and Examined.

HAVE you any further observations to make on the subjects to which you were examined when last before the Committee?—I was asked whether I had had any ships from Holland under quarantine; I stated not to my knowledge; but I have since found that I have had two. In September 1815, the *Active* arrived with 12 bales of silk and 275 bales of cotton, being the produce of Turkey; they were put into the lazarette, and aired for forty days: I had a special Order in Council directing that. There was another, the *Two Brothers*, in May 1816, she arrived from Amsterdam with five bales of wool, the produce of Smyrna; that was also put into the lazarette and aired for forty days, in obedience to an Order in Council.

Mr. C. Sanders.

Has any other case occurred, either before or after?—None, to my knowledge, except those two.

Did not those cases arise from a particular representation?—I am unable to answer that question. The *Active* came without a bill of health, and therefore was treated as unclean.

Do you conceive importations from Holland are very rare?—Yes, with Smyrna produce. I believe these are the only two instances in which they have come to my station within these fourteen years.

Are not vessels in the habit of arriving from Holland with cotton on board, bringing certificates of having performed quarantine there?—Not at my station. I have understood that a case occurred once in Leigh Roads, where part of this very cargo alluded to was brought.

Have you any other remarks to make on your evidence?—I was asked some questions, whether the Order in Council had been rigidly acted upon in all cases with a foul bill, or whether I could state any instances in which it had not; I can state a vast number of instances in which it has not, particularly of late. In 1812, ships from Smyrna, with unclean bills of health, those with enumerated goods in the first class underwent the probationary airing, and were detained ten days only, instead of thirty, after the delivery of the goods into the lazarette; those with second class goods only, the goods were delivered into the lazarette, and remained for fifteen days, the ship and crew remained under quarantine ten days from the date of their arrival, and those with fruit only for ten days. In 1813, there was a vessel from Gallipoli with a foul bill, the silk was delivered into a lazarette, and the ship remained only fifteen days after. In 1813, the ships from Malta performed full quarantine, at the time of the plague there. In the year 1817 it was the practice for ships with clean bills to be detained only twenty days. In 1821, we had two ships from Malaga; and this illustrates that which I stated before, that a ship arriving after another had the benefit of the bill of health she might bring, which was the case of the *Flying Fish*; she arrived from Malaga, with an unclean bill, on the 21st of October, and performed thirty days quarantine: the *Harriet* arrived from Malaga on the 7th of November, and only performed fourteen days. In 1823, six ships arrived from Alexandria with unclean bills of health; three of them performed fifteen days quarantine, one ten, the other two brought enumerated goods of the first class, and after undergoing a probationary airing of fifteen days, and delivering goods into the lazarette, they were detained only fifteen days, instead of thirty.

All those were under the direction of Orders in Council?—Yes.

Does not it rest with the Privy Council to treat ships arriving with a clean bill of health, and where sickness has not occurred on board, occasionally as subject to the charge for a foul bill of health?—With regard to the charge, I cannot speak to that.

They may be treated by the Privy Council, if any circumstance of suspicion arises, and have been so treated, as if they had foul bills, may they not?—One of those instances from Amsterdam was of that nature, that she arrived with a clean bill of health, but the goods were aired for forty days.

Ships not arriving with a foul bill of health are treated as if they had it?—I believe that is the case; the discretion is entirely with the Lords of Council.

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You do not know the fact, that they are in consequence subject to the double charge of 16s. a ton?—I know where ships have been, a petition has been sent to the Treasury, and in many instances, I believe I may say in most instances, it has been returned. I know all the ships from Odessa get a clean bill of health; but they are obliged by the Turks to touch at Constantinople, where they get an unclean bill of health, and on the arrival of that ship she has been charged with the foul bill duty; but on application to the Treasury it was remitted. I believe I may say it was submitted to the Attorney and Solicitor General, whether she was subject to the foul bill duty: the law officers gave it as their opinion that she was not, as the cargo was shipped with a clean bill.

Was she subject to the extra detention?—No; since that time they have taken no notice of their touching at Constantinople, if they had no further communication than was absolutely necessary for receiving their papers; they have therefore been treated as if they had arrived from Odessa with a clean bill of health.

Do you not know the fact, that many ships arriving with a clean bill of health, and where no sickness has occurred on board, have been subject to the same detention and charge as with a foul bill of health?—In the year 1813 many performed quarantine as such.

And paid the double charge?—I cannot answer to that fact.

Must they not necessarily have been subject to that, unless relieved by the Treasury afterwards?—Yes; I think they would in the first instance be charged with it, because I believe the law says that a ship performing quarantine shall be made liable to the duty. The case I allude to in 1813 was in consequence of the plague at Malta; and a general order came down directing me to consider every thing from the Mediterranean subject to quarantine, as with an unclean bill, until further order.

Is not every ship bound to the port of London, arriving from the Mediterranean, with a clean bill of health or otherwise, obliged to go to Standgate Creek?—The law says so.

Is not it the fact?—No.

Do they not from Turkey and the coast of Barbary?—No; ships from Smyrna have been released without coming to the Creek.

That is contrary to your regulations, is it not?—It does not rest with me; it is under the direction of the Privy Council.

Where does the ship bring to to be examined?—Probably at some port in the Channel.

Do you mean to say you know the fact of any ships from Smyrna, or the coast of Barbary, passing up the River without going to Standgate Creek?—Yes.

It is not common is it?—No.

Is it not a very inconvenient deviation?—I should think not.

Does not it subject her to extra pilotage?—There is a little extra pilotage.

Do you know the amount of that?—It depends upon the draught of water.

The owners are subject to fees amounting to about six guineas, are they not?—I cannot speak to that; the Order in Council is obtained by a broker; I do not receive the money. I had one or two cases last year, where ships arrived at Falmouth and were detained there by contrary winds; the questions were put to the commanders there, and the answers obtained and sent to London.

Is there a quarantine establishment at Falmouth?—There is a superintendent of quarantine there, but they have no lazarette.

Have they any at Plymouth?—No.

And yet an examination takes place there?—Yes.

Might not an examination equally take place, if ships arriving with clean bills were to bring up at the Lower Hope?—I should think that would be a very improper place for examination.

Why so?—I think there are many objections, and nautical men would make others.

Did not ships use to do so before 1800?—I cannot speak to that.

What is the objection in your opinion to their bringing up there?—I should think it highly objectionable for any ship under quarantine to lie in the river Thames, where so many vessels are passing.

The question refers to a ship which is detained only till the return of the post, and then immediately released; is there any necessity for such a vessel going up to Standgate Creek to be sent back again, might not she be as well examined at the Lower Hope?—I should think that would be a very improper place.

Why?—

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Why?—One reason I would state is, that so many hundred vessels have to pass ; if any vessel happened accidentally to get foul of her, she would be liable to the same quarantine ; we have had an instance of a steam-boat getting foul of a ship in Leigh Roads, and all the passengers from France were subject to quarantine merely because this vessel was lying there.

You did not hear of any of the passengers being taken ill in consequence?—No ; but I state that it would be an objection to the ships lying there.

You are of opinion every ship that arrives from the Mediterranean should go to Standgate Creek?—I think it is a much more safe and convenient place.

Safe from what?—Safe from infection ; and that a vessel lies more conveniently in Standgate Creek than she could do at Sea Reach or the Hope.

It is very much on the nautical question of the care of the ship that you prefer her being there?—Not altogether.

During the time that the ship is waiting for an answer from the Privy Council, is she kept under equally strict guard as a ship that is undergoing quarantine?—Certainly.

Could that guard be so carefully kept in any other place?—I think not.

Why could not the guard be kept as strictly, the danger being of a person coming near being detained in consequence?—It would require a very large guard to do so.

Would not every person keep away from a ship with the quarantine flag up?—Yes ; most probably he would endeavour to do so.

Have you ever heard of any alarm of infection on board even one of the lazarettes?—No.

Not even of the expurgators, who thrust their arms into the bales?—No.

How long are enumerated goods arriving with a clean bill of health detained in the lazarette?—Fifteen days.

If a ship arrives from Smyrna with a clean bill of health, without enumerated goods, she is only detained till the letter is answered?—Till I get the Order in Council to discharge her.

But still the charge of 8s. a ton is made, though no service is performed?—I believe that is the fact, but it does not rest with me.

Have you ever heard why the additional shilling is charged for entering the port of London?—I have not.

Do you mean to say there would be any danger of infection from ships arriving from Turkey or Barbary, if they bring up for examination in the Lower Hope, instead of going to Standgate Creek?—I think there would ; if there were any infection on board the ship it would be much more likely to be spread by a ship being there, than by her being in Standgate Creek.

At the same time no such infection has ever been heard of?—Not that I am aware of.

Are the five lazarettes in Standgate Creek ever fully occupied?—Yes, they have been ; and they are likely so to be again, I think.

If no goods were removed from vessels arriving with clean bills of health, would not two lazarettes at Standgate Creek be sufficient?—No ; two lazarettes would not be sufficient to receive the goods from ships with unclean bills of health.

How many were there in 1800?—Goods with unclean bills of health were not admitted in this country at all before 1800.

Were there any, and what number of lazarettes existing before the year 1800 for the port of London?—In the Appendix to the Report of the Committee on the Contagion of the Plague in 1819, I find a statement which may furnish an answer to this question ; it is stated that “ The books and records at the port of Rochester do not go further back than the year 1716 ; a proclamation relative to quarantine appears to have been issued on the 25th of August 1720, and the first regular quarantine establishment appointed at that time, although in a letter in 1722 allusion is made to the former quarantine in 1709, when sheds were erected for airing goods at Hoo Fort. In the year 1721 permission was granted to air goods on the decks of the importing ships or in hired craft, and this practice seems to have continued until the year 1755, when the first floating lazarette was established at Standgate Creek.”

Are you aware that, to the year 1800, the whole expense of the quarantine establishment was paid by Government, without any charge on the shipping?—I am not able to speak to that point.

Mr. C. Sanders.

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Do you know any thing of the quarantine regulations that now exist in Holland?
—Only from report.

You are not able to speak to the circumstances under which the cargo of a vessel arriving from Holland, having gone direct from Smyrna to Holland, would be received?—So far as this I know, that a vessel going from Smyrna to Holland, and then arriving in this country, would be subject to the same quarantine as if she had not been in Holland.

Would the cargo?—It would; I should treat it so if it arrived at my station, unless I had directions to the contrary.

Would not a vessel arriving at Standgate Creek from Smyrna with a similar cargo, that is to say, with fruit and enumerated goods of the first and second class, be subject to probationary airings of from fifteen to seventeen days, and ten days more detention before the fruit may be sent to London in other vessels?—That is provided she arrives with an unclean bill of health.

The charge for that is 16s. a ton, in addition to the charge of the freight?—I am not able to speak to the charges: by the Order in Council it appears that she is liable to that duty.

It must be presumed that the cargo being sent up in a lighter, and not in the ship itself, is to pay for that lighter?—I presume so.

After this, is not the ship detained twenty days, and the enumerated goods thirty to forty days?—That is at the discretion of the Privy Council.

That is the regulation?—Yes; but which has been greatly lessened of late years.

Have you not heard frequent complaints of the inconvenience of the delay?—Yes; no person thinks it a pleasant thing to be detained under quarantine.

What is the period in which ships most usually arrive in England from Smyrna?

—The months which Sir Gilbert Blane seemed to allude to, are more particularly those in which fruit arrives, from October to Christmas; they do not often bring enumerated goods with fruit, more particularly perhaps on account of detention; I believe a great deal of the fruit has been eaten before the ship has been released from quarantine, the fruit having been sent up in craft.

The enumerated goods arrive in the hot months?—They arrive all the year round, but they do not often bring them with the fruit, on account of the detention; if they bring home a clean bill of health, they do not mind bringing enumerated goods; but if with an unclean bill of health, they generally avoid putting other goods that might detain the fruit.

You have five vessels in Standgate Creek?—Four permanent and one temporary.

Do you not know the fact that cotton goods have been received into use in England within twenty or twenty-five days of their arrival in Holland from Smyrna?—Not to my knowledge.

Do you know whether such a thing is possible?—If with a clean bill it might, for they would be only aired for fifteen days, but that rests entirely in the discretion of the Privy Council; it depends upon the bill of health she brought.

You would have nothing to do with the bill of health, would you, the goods coming in a Dutch vessel?—It would depend upon the bill of health; in those cases to which I have alluded of arrivals from Holland, their Lordships directed the goods to be aired for forty days.

The same charge is made with a clean bill of health whether any service is performed or not?—Every ship arriving from Smyrna is liable to that duty.

Are you acquainted with any circumstances respecting the lazarette at Chetney Hill?—Yes.

Was that building ever finished?—No.

After its being nearly completed it was pulled down and the materials sold, was it not?—Yes.

Have many ships arrived with foul bills of health from Turkey within the last two years?—Only two from Smyrna within the last three years.

When were the works at Chetney Hill pulled down?—I think three or four years ago.

Does the expenditure of the establishment at Standgate Creek go through your hands?—No further than for the victualling our own crews.

Does any further observation occur to you?—If I might be allowed to make one observation, I would state the article of rags I consider to be very dangerous, and also of apparel.

Are they imported from Turkey?—I believe not from Turkey, but they are from the

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the Mediterranean. Knowing that it is the wish of merchants to get the whole of the quarantine taken off clean bill goods, I venture very humbly and respectfully to offer an observation upon that article, seeing as I do the state in which rags are brought into this country; if infection is to be conveyed by goods, which I believe there is no doubt it has been, I should submit how far it would be prudent to leave rags as an article to be brought to the port of London without opening and airing, and also of apparel, which is frequently brought in a very dirty filthy state; gentlemen travelling frequently send their baggage, which does not come with the parties belonging to it. The state in which skins are brought at times seems highly objectionable indeed, the smell of them is very offensive when going by the lazarette.

Has it struck you that any relaxation in the laws might be adopted?—No further than I conceive as the medical gentlemen do; that it may be a question how far it may be necessary to detain a ship thirty days, and goods forty days, and so on, that I would leave to them; and also in respect of the probationary airing, how far medical gentlemen might be disposed to give up that, it has always been considered by them, particularly by Doctor Newberry our medical attendant, that great reliance is to be placed upon the probationary airing.

You consider it indispensable?—So far as I might humbly offer an opinion; but it has always been considered a very important point of my duty to see that the probationary airing was rigidly and faithfully performed; and I may appeal to Dr. Pym, who, when he visited the station, directed that I should see that carefully done. There is one circumstance I would take the liberty of naming, to show how well our lazarettes are ventilated: in one case I had upwards of 100 packages of opium opened on board a lazarette; and during the time they were opened, not one of the fifteen persons there ever felt the least heaviness or drowsiness; had it been in a confined place, I apprehend the fact would have been very different.

William Pym, M.D. called in; and Examined.

HAVE you had much experience in the quarantine department?—I have been at Malta and Gibraltar a good deal, and have had occasion to consider the subject in my official situations at both those places; I have also visited several quarantine establishments on the continent.

*William Pym,
M.D.*

From your knowledge of the subject, and what you have heard to-day, can you offer to the Committee any suggestions for reducing the inconveniences which arise to the commerce of the country, from the delay and other restrictions respecting quarantine?—I have been examining the Order in Council, and I think there may be very considerable alterations made in favour of trade.

Are you prepared to state them now?—I think I could state a good many of them now: first of all, as to the adjudication of places for ships coming from the Mediterranean, I think it is too general, particularly the European shore of the Mediterranean. In my opinion, ships coming from all that coast ought not to be subject to quarantine; provided they have clean bills of health, I should be under little or no apprehension of the plague from thence, and still less of the yellow fever. I do not think yellow fever is likely to be brought into this country, except by a ship with the disease actually on board, or having had it on board within a few days of its arrival here, and then only in warm weather.

How far would you extend the limits?—I should recommend quarantine against the plague being extended to all the African coast and Turkey.

That is, with respect to clean bills?—I do not think that vessels arriving from any part of Europe, America or the West Indies, even with foul bills, in consequence of the prevalence of yellow fever, ought to be subjected to the same forms of quarantine as ships for the plague.

To what restriction should you subject ships with foul bills of health for the fever from those parts of Europe?—In cold weather I should not submit them to any quarantine, in the winter season; and not even in the summer season, unless the fever had been on board the ship during the voyage; and then I have, when consulted by the Privy Council, generally recommended the bedding and clothing of the crew to be immersed in water.

Under the supposition that the yellow fever could not exist under a certain temperature?—Yes; we have had very few instances. There was a packet from Saint Thomas where the disease appeared about the time she sailed, and afterwards appeared on the voyage among the crew; that vessel was detained I think some time in quarantine.

William Pym,
M. D.

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Foul bills very seldom come from the parts you have mentioned?—Frequently from Spain, but not from France or the Neapolitan dominions.

With respect to Turkey and the African coast, what should you propose?—With clean bills I should think when ships arrived without any enumerated articles, they might be released immediately; and all passengers, where they have no susceptible articles, might be discharged immediately.

Difficulty seems to arise respecting the enumerated packages; would you preserve the two classes of enumerated goods?—I think the second class might be omitted altogether.

You would propose only one class of enumerated goods?—Only one class of goods, considered as susceptible.

Would you exclude from the first class any of those now there?—No, I think not; but difficulties exist with respect to the non-enumerated goods, in consequence of the susceptible packages. I should suppose that if an arrangement is made for having them admitted to pratique without quarantine, provided they are not packed in susceptible articles, merchants would soon make an arrangement for their being packed in boxes or casks, without paper, woollen articles, or straw.

You would have no apprehension from packages of wood in which they might conveniently come?—Not from deal boxes.

Should you from hair bags?—Yes, any thing animal; I believe madder is the only article that comes in hair bags.

Even those goods that you would retain in the first class, you think with clean bills from Turkey and Africa need not be detained?—In my opinion there should be power left in the Privy Council to detain and treat vessels even with clean bills (as suspected ones), in case there should be accounts from those places of the plague having prevailed within a certain time after the vessel having sailed, as there should be precautions taken in respect of the cargo which might have been embarked perhaps during the prevalence of the plague before it appeared.

Vessels with clean bills of health, you state, need not be detained; need they put any part of their cargo on board the lazarette?—No, I should think not; unless there should be some suspicious circumstances, or some particular information to the Privy Council.

How would you propose it should be with foul bills?—With foul bills I should be very careful, particularly with respect to cotton and wool; but before the hatches are opened, even with foul bills, I should allow passengers to have a very short quarantine, if any; and if such an arrangement were made, a captain of a vessel should have instructions to see all the bedding and all the clothing frequently opened and aired during the voyage.

Do you think vessels coming from that part of the Mediterranean, which is supposed to be particularly susceptible, with clean bills, should not perform some sort of quarantine?—If they have had a voyage of not less than forty days, I should think not; I should put them very nearly on a footing with a man-of-war; they have no cargo in those ships, and a man-of-war's quarantine is generally reckoned from the time she leaves the port.

A courier arriving from any place is not subject to any quarantine?—I believe not.

A courier from Naples arriving over land in seventeen days would be subject to no quarantine, whereas his baggage that comes by sea, and has undergone a voyage of six weeks, would be subject to quarantine?—I object altogether to the quarantine being enforced against persons coming from Naples; and of course the baggage of a courier ought to be on the same footing with himself.

You think that the quarantine regulations might be confined to vessels arriving from Turkey and Barbary only?—Yes; that is to say, provided they have clean bills of health; for plague has prevailed in several spots in Europe within a few years.

Presuming that an enactment was made that all ships arriving from any place with a foul bill of health, or with sickness having occurred on board, shall be bound under severe penalties to report themselves to the proper quarantine officers, might the quarantine regulations be safely restricted to vessels arriving from the coast of Africa and Turkey only?—Yes, certainly.

Do you conceive there would be any danger of such examination taking place at the Lower Hope, which is in the river Thames, of all vessels with clean bills of health, instead of the ships being subjected to the inconvenience of going into Stand-gate

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gate Creek?—The only reason that appears to me against it is, that a vessel might get there with a clean bill of health, and it might be ascertained afterwards that disease had prevailed about the time she left the port from whence she sailed, and then she would have to perform quarantine, which would be very inconvenient in a crowded anchorage, as if they chanced to fall aboard any other vessels they would also be subject to the same quarantine.

The question proceeds on the supposition of no sickness having prevailed on board, and the vessel coming with a clean bill of health?—There have been instances of vessels arriving with a clean bill of health, and of information having been received of sickness having broke out at the place where she took in her cargo, in two days after her departure; if this intelligence did arrive, I should recommend her being put under quarantine the same as if she had come under a foul bill of health.

You would recommend then that there should be in all cases a discretion in the Privy Council?—Yes, certainly.

Therefore that every vessel should be reported to the Privy Council before she was released?—Yes, from places liable to the plague.

Might not that examination take place as well in the open parts of the river Thames as at Standgate Creek?—I should not recommend any ships to be kept with the yellow flag where there are other ships at anchor, for they may get foul of one another; if there is any place at a distance I should see no objection to it; but I should recommend, that every ship from Turkey or the coast of Africa should go to Standgate Creek; I do not know that I should say it is necessary as to European ports in the Mediterranean with clean bills.

Are you of opinion that all vessels coming from Turkey and Barbary to the port of London, with clean bills of health, should proceed to Standgate Creek to be examined, and there be detained only three days, unless circumstances should require further detention, without putting out any part of her cargo?—I am of opinion that they should be detained until reported upon by the Privy Council. There have been some instances of ships coming with a clean bill, and of a ship sailing within a day or two from the same place, having brought a foul bill; then the two should in my opinion be subject to the same regulations.

Taking into consideration the fact that no plague has appeared in this country since 1665, do you think so much precaution necessary?—I think it is safest that they should remain until reported upon by the Privy Council.

Would it be in your opinion a sufficient precaution that all vessels similarly circumstanced, coming from any other port in the Mediterranean to the port of London, should bring to in the Lower Hope to be examined, and being so, should be permitted to proceed without detention, unless the officer upon his own responsibility thinks proper to direct otherwise?—I think the inspection ought to take place at a regular quarantine station, in the event of cotton and other goods from Africa being on board.

You state that it is perfectly useless to send ships from Naples and other places up to Standgate Creek?—If they have no goods, the produce of Turkey, on board.

In your opinion, ought vessels from other ports in the Mediterranean, to be obliged to go into Standgate Creek, or could not they be examined very safely at the Lower Hope, or some other part of the river Thames?—I should think any examination sufficient.

And that she need not proceed for that examination out of her course?—No.

Nor report to the Privy Council?—No, not from the coast of France, Spain or Italy.

You are of opinion probably that all ships from the Mediterranean or Barbary to the outports or Ireland, with clean bills, should be subject to the same quarantine under the custom-house at their own ports, and being so, should be admitted to entry and immediate discharge?—Yes, I should think that is all that is sufficient with clean bills of health, to be liberated by orders from the Privy Council.

Are you of opinion it would be a sufficient precaution to enact, that all vessels with foul bills of health, or where sickness has occurred on board, bound to London, or ports in the North, should proceed to Standgate Creek, and there perform quarantine for twenty-one days; and the enumerated goods of the first class be put into the lazarette immediately on the ship's arrival, such goods to remain in quarantine also twenty-one days; if fruit on board, to be delivered in seven days?—I should be very cautious in recommending the delivery of susceptible goods in twenty-one days.

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What quarantine should you recommend?—If I was certain of having the airings properly executed, I am of opinion that the probationary airings might be discontinued.

To what airing would you subject cotton?—Thirty-five days at least.

Would you enumerate any other article besides cotton?—Cotton, wool, and hair, and other susceptible articles liable to be handled, ought to be open thirty days; then there is some time taken to unpack and pack, which would make it at least thirty-five days; I should say thirty-five.

It is but forty now?—Then there are probationary airings.

Do you approve of fruit being delivered in seven days?—With a clean bill, immediately, and if with a foul bill, they could deliver it before the hatches are opened, provided it is in a separate part of the ship; it ought to be delivered before the crew touch the cotton, bags, packages, &c.

Would it not be better to fix seven days?—If after handling the cotton and other articles supposed to be liable to infection, fruit baskets are handled and given out by the crew, I should think that would be inconsistent with all quarantine regulations.

Are you of opinion that ships for Ireland or the western ports, from Turkey and Barbary, with foul bills of health, might go to the quarantine station at Liverpool, and there perform similar quarantine for the ship and cargo?—I believe Milford is the present station of ships for Ireland. If a foul bill station is established at Liverpool, I do not see any objection to it; it might be more inconvenient to the ships, perhaps. I am not aware of the situation of Liverpool, or how it would answer for a foul bill of health station.

Under the circumstances of having recommended that ships with clean bills of health should not put out any part of their cargoes, are you of opinion that two lazarettes, together with a vessel for the superintendent, would be a sufficient establishment at Standgate Creek?—No, I should think not.

What number should you think necessary?—I think they are very much crowded with the present number.

They take out all enumerated goods?—Cotton requires a great space to open and air it properly. If they were to do as they used to do at Malta, unpack it, and throw it into heaps, it would be a much safer way, and much more speedily performed; and if there was a situation where they had sheds on shore at Liverpool to do it, that would be preferable.

Are you not of opinion that at sea the airing is better performed?—There is a want of space to open the packages.

They have sheds at Malta?—Very fine stone buildings; and at Leghorn and other places in the Mediterranean.

Under the circumstances you have recommended, are you not of opinion that the lazarette establishment might be materially reduced?—I do not see that the establishment at Standgate Creek can be reduced very much.

If the enumerated goods are not to be taken out of clean bills of health, will not that reduce it seven-eighths?—Ships arriving at different times, each ship ought to have a vessel or a lazarette to itself, to do it effectually.

Are you aware that it has been stated there have been but two foul bills of health within the last two years?—I have not been consulted lately on the quarantine business, but I understand the plague is now at Alexandria, and if there is cotton coming from thence, there will be great occasion for lazarettes.

Veneris, 9^o die Aprilis, 1824.

The Right Honourable CHARLES GRANT, in the Chair.

Robert Humphrey Marten, Esq. called in; and Examined.

R. H. Marten,
Esq.

(9 April.)

YOU are a ship-broker?—I am.

You are of course well acquainted with the practical operation of the quarantine laws?—I have been in that business thirty years.

In what respects do you think the practice under those laws is capable of improvement?—With respect to foul bills I have always thought it might be altered.

Do you think the laws as they now exist operate hardly on trade?—I think very much so; both in point of expense and of time, particularly upon ships, and on the merchant's return of capital from the length of time the voyage is delayed.

With

With respect to expense, how do you think they operate?—Heavily on a ship with a foul bill.

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In what particulars?—I think the duty is 16s. a ton on ships coming with foul bills from Turkey; and the delay of the returns by merchandize, from the length of time before they can be in cash, and the amount of expense before they can be obtained, amount, in the aggregate, to a very large weight upon the merchants.

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Upon whom do you think that expense ultimately falls?—That I should think would depend very much upon the state of the market at the time; because, if the market would not enable the consumer to be a very willing buyer, it must fall upon the importer of the goods in return for his exported merchandize, and he then must bear the loss because of the dulness of the market; but if the market will take off the article at a good price, being in demand, then, of course, it would finally fall upon the consumer.

The duty is now payable by the tonnage of the ship?—Yes, and gathered in again by the ship-owner on Turkey articles, according to a tariff which is fixed by the Levant Company.

It is paid on the registered tonnage of the ship?—Yes, and subsequently collected on that tariff to reimburse the ship; or, in other instances of goods not from Turkey, it is collected *pro rata*, and generally collected according to the freight; so that if so much total freight has paid so much duty, then the individual parts of that freight will pay severally their proportions. This, however, is often very far from being a just rule; for the most bulky articles will frequently pay freight in less proportion than more valuable and less bulky goods.

That is matter of agreement between the parties?—It has fallen into that practice.

Do you think that amount of duty has had any effect upon the course of commerce from those countries?—I think that it must have had effect proportionably to any other expense which could not be got rid of.

Has it had the effect of making the commerce circuitous instead of direct in any degree?—I cannot speak to this of my own knowledge, but the English houses get their goods, I believe, most generally direct, and fight through the expenses as they can.

You speak particularly of Turkish goods?—Yes.

With respect to Italian articles, silk for example, is that the case?—Silk I believe now principally comes through the Continent by land: little comparatively comes round now by sea from the Mediterranean.

Do you ascribe that to the quarantine?—I have no data on which I can ascribe it to the quarantine alone.

If it comes overland it is not subject to quarantine?—No.

Do you hear many complaints of the duty?—No; the thing has got so much into practice that it passes on without expressed complaint: habit is second nature; but the merchants would be very glad to get rid of it.

You think there is no practical grievance?—Payment of the duty has sunk so much into a practice, that the grievance is merged into practice and habit, and complaints of grievance is not renewed; but if there were a hope of the merchants being relieved from it, the grievance would be more felt, and immediately and strongly expressed.

Cannot goods coming round by Holland get sooner into consumption here, than if they came from Smyrna with foul bills of health?—I believe they can, but I do not know it of my own knowledge.

If that is so, is it not possible, since the change of the navigation laws, that the course may be to come by Holland instead of directly?—No; I should think the more direct trade will always prevail, unless the expense prevents.

Do you think the expense under the quarantine laws sufficient to prevent it?—Not of itself.

Do you know of goods having come circuitously by Holland from Smyrna, instead of directly?—I do not know it of my own knowledge; I have heard of that being the case.

Which part of the quarantine laws is the most disadvantageous to trade, the expense or the delay?—I should think the expense will appear most disadvantageous, for this reason, that the expense will be certain, while the delay is a thing which cannot be so well calculated upon, because it may appear sometimes as if it only added to the length of the voyage. In a voyage by sea, there is no

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certain calculation as to time, but the other, the expense, is a certain thing, a constant outgoing.

If the expense were taken off, more than half of the disadvantage of the quarantine laws would be removed?—I should think it would be greatly lessened, for the pilotage and every thing of that kind is increased; by going into the Creek to perform quarantine, there is an increased pilotage.

The question refers to the charge of 16s. per ton?—If that charge were taken off, it would very much relieve the merchants from the inconvenience they feel by the trade having this incumbrance.

Do you know why the shilling additional was put on for the port of London?—No.

Do you think the duty on the clean bills also operates injuriously on trade?—Pro tanto.

Do you know whether any foul bill vessels have come in within the last few years?—Very few, I believe.

Did you know the state of the quarantine laws before the present system was established?—Yes, there was much conversation about it when I first came into the business.

Did you hear complaints of the system?—No; at that time I believe the system was thought well of.

Do you know what the charges were before 1800?—I cannot call them to mind. The release of a ship with a foul bill, has often been a very long while in suspense. I think I have been up to the Council sometimes ten times, respecting a ship with a foul bill.

In what cases?—Where a person was not well, to know how his health was. The thermometer of fears and hopes rose and fell with the daily reports from the Creek, until the Lords of the Council were induced at length to release the ship.

Do you recollect any particular cases in which great delay took place?—I do not recollect the names of the ships.

Have they been lately?—Five or six years ago, Mr. Green and I were at the Council Office, several times, on particular cases.

That was where there was sickness on board the vessel?—Yes, I think it was for that, or that a person had died, and the question was, whether it should be treated as a foul bill ship or a clean bill. The business of quarantine appears to be treated in the trade as a matter in the course of the trade, rather than to excite or relieve from any fear of contagion: all ideas about alarm of contagion seem to have subsided long ago; we never have such a thing come across our minds.

You mean that there is no apprehension of the plague?—Not the least; we look upon the system as that which is legally appointed for us to observe, and we now go through it as a matter of course, but without the smallest degree of apprehension of any danger, if the directed predictions were not attended to.

The general feeling is, that those precautions are unnecessary?—Yes; the system is regarded as a sort of general precaution for the kingdom; but we have no apprehension of danger.

Do you think the delay is very inconvenient?—If the delay could be got rid of, the benefit would be felt instantaneously; but though it is felt inconvenient, it is looked at as a thing which cannot be got rid of. Certainly, when a ship is kept for thirty or forty, and sometimes fifty days, and in times of war at five or six pounds expense, it has been of very serious inconvenience; for, adding to other losses, the interest upon the capital would make a charge of probably about six pounds a day, and that for fifty days would be 300*l*.

That is independent of the duty?—Yes.

How would you calculate the expense to make it amount to that sum?—The men could not be kept in war time under 2*s*. a day; then there are the captain's wages, which are high; and the carpenter's and boatswain's, and so on: then the pilot is kept during that time; he must have his 8*s*. a day, and then there are sometimes passengers, and also there is the vessel growing older by fifty days, and getting out of her character at Lloyd's: all these must be included, and besides that, the ship may be worth 8,000*l*. or 10,000*l*. and there is the daily interest of the 10,000*l*. to be reckoned. I calculate, therefore, that if the ship were to be allowed demurrage for her detention, being a large ship she would not cost less than 6*l*. a day in time of war.

Do you know any thing of the quarantine establishments abroad?—No.

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The expense a ship is liable to in performing quarantine is always taken into consideration when the ship is chartered for a voyage?—Yes; they calculate that the voyage would or might be so many months, and consequently the expense would come upon the goods.

Is the price of victuals raised at those times?—In time of war provisions are always dearer.

Not in consequence of the ship performing quarantine?—I cannot say that; for the superintendent on the quarantine station provides the ship with fresh victuals; they must, therefore, be had at some advance of price, for the ship's company cannot go to market themselves, and though the superintendent would, I have no doubt, do every thing which was right, he must charge for his trouble and for the use of his capital. He provides them also at his own risk, and I have known of cases where he has not got repaid for them.

Have you not known instances where alarm of plague has been excited in this country?—Not in those who were in the line of knowing any thing about the trade from Turkey; but there might be a panic perhaps in the minds of others.

No well-grounded apprehension?—No; not in my opinion.

Have you not known instances of cargoes being sunk from apprehension?—I think there may have been one or two instances; but it probably was an excess of fear, or a sacrifice to general feeling. I remember an instance in the Mediterranean, where a whole ship's company died of the plague, and the expected arrival of that ship was closely watched, and she was directed to be put under very severe quarantine: I forget the name of the vessel, but she came, I think, from Alexandria. I think the British consuls abroad gave notice of it here, and she was watched for very closely.

How long ago was that?—I think it must be eight or ten years ago.

Her crew did not die after her arrival here?—No; her former crew had died before she came here; there was notice sent round to all the ports against she should appear.

(*Dr. Pym.*)—I believe, in the case referred to by Mr. Marten, the ship was sent back to the Mediterranean to perform quarantine, and was not allowed to come here.

(*To Mr. Marten.*)—Has it ever been suspected that a ship has been supplied with a foul bill of health by any manœuvring in the port from which she sailed?—I have heard of that very frequently: that is, that the Greeks, when they wanted to make their market in Holland, would report an accident of the plague, which would prevent goods coming here with a clean bill; and which, being reported officially to our consul abroad, he would refuse to give the British ships clean bills of health. I have heard it so stated by persons who have been in Turkey, that the Greeks would manage their trade by making or reporting an accident of the plague.

What would be the object of that?—Then ships would not get a clean bill of health, and a foul bill of health would not operate in the same way in Holland as it would here; and they could get their goods into Holland with a foul bill better than they could into England.

Then they obtain a false bill in that case?—Then the English would be obliged to wait till the expiration of the appointed number of days to get a clean bill, and their voyage would be so far frustrated by delay, and the market be forestalled.

By the same fraud they might obtain a clean bill instead of a foul one, might they not?—No; perhaps not so easily: they could not so well get rid of a real accident of the plague as they could report one, by attributing a death to the plague.

William Pym, M. D. further Examined.

YOU were making some observations when before the Committee last time on the lazarettes in the Mediterranean; will you have the goodness to proceed?—It is the practice at present to put ships arriving from lazarettes in the Mediterranean under quarantine, though they have performed quarantine there: I propose that vessels coming from Malta should not be subjected to quarantine; that a certificate from thence should be sufficient: they are at present put under quarantine for fifteen days, and their goods taken out; I think that might be dispensed with on bringing a certificate of having performed quarantine there; they generally, in case of having performed quarantine, bring a certificate signed by the superintendent and the government.

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Would you propose that whether they came with clean or foul bills that should be

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the case?—I should propose that ships and goods from Malta should be subject to no quarantine, after having performed it in the lazarette of that island.

Is there any quarantine on the Barbary coast?—Not by the governments; sometimes the European consuls prevail upon the officer commanding at Tangiers (which is the only place where I have known it) to prevent persons landing there from on board vessels coming from Cadiz when the yellow fever was there, the distance being only within three or four hours sail.

Has the plague been very often imported into those countries?—I think it has been since 1800 three times there: I know it was in 1800; and in 1819 it came along the coast regularly from Tunis to Algiers, to Tetuan, Tangiers, and Fez.

Do you apprehend it was imported in ships, or communicated along the shore?—At one time along shore, at another time I think it was by a ship from Alexandria, with pilgrims who had been at Mecca.

Does it often prevail in Mogadore?—No; I think it had been forty years without being there before the year 1800.

Have you ever heard of any instance of a ship clearing with a clean bill of health, and sickness occurring on board afterwards?—I think the vessel which was supposed to bring the plague to Malta sailed from Alexandria with a clean bill of health, and that the sickness appeared in the voyage; that was in 1813.

From what circumstance did she touch at Malta; was she an English ship?—No; she was a foreign vessel, and Malta was a depôt at that time of merchandize. In the year 1818 a vessel arrived at Malta with the plague on board; I believe all the crew died, and great part of the cargo was destroyed. I only know of one vessel bound for England which had the plague on board, which, on her arrival at Gibraltar, was ordered to return up the Mediterranean to one of the quarantine stations there to perform quarantine.

When was that?—I forget whether it was in 1813 or 1818: I believe it was the same vessel to which Mr. Marten alluded; she went back and underwent quarantine in the Mediterranean.

Do you happen to know that that vessel which was supposed to bring the plague to Malta was navigated back again by Greeks, who suffered no indisposition whatever on board?—Yes, I suppose there were some precautions taken, and those Greeks perhaps had had the plague before; I believe that they are not so liable to the plague a second time.

You do not know of precautions having been taken?—No; I don't know what they were; I believe they remained on deck all the voyage; at Malta there was no instance of a second attack of plague, and it prevailed nearly nine months.

How many persons died of the plague at Malta?—Between two and three thousand.

Of those not above a dozen were Englishmen?—The Englishmen took precautions against it; they would not even shake hands during the plague.

Do not you conceive it was owing to their cleanliness?—No; I conceive it was from their not communicating; all the soldiers who communicated got the plague; there were the greatest precautions taken; all the convicts were taken out of the gaols to bury the dead and assist the sick; they all died; there were not above two or three out of seventy or eighty who survived; the medical men used precautions; they touched the patient with oil skin gloves, and washed their hands immediately, and all escaped.

Do you know whether any person died of the plague in the vessel which arrived at Gibraltar?—Several of the crew had died; she was sent back to the lazarette at Minorca, I think.

Were you at Malta when the other vessel arrived there?—No; Mr. Green was there.

You are not by any means of opinion that all precautions respecting the plague may be disregarded?—No, certainly not.

You have heard Sir Gilbert Blane's opinion as to the reduction of time during six months of the year; what is your opinion upon that?—I should place no dependence upon that; I think the great thing which protects us is the length of the voyage; I think it very probable that when the plague was introduced into Holland and Great Britain in former years, it was by ships which had had the plague on board during some part of the voyage; and unless some experiment was tried, by introducing part of the apparel of a person who had died of the plague, and this apparel handled or worn without any bad consequences by a felon or some person not

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not afraid of the infection, I should not recommend a shorter term of quarantine than thirty-five days to enumerated goods arriving in ships with foul bills of health.

Have you not heard that that has been tried?—No; but I know that persons who, inoculating themselves with matter of plague, died. The yellow fever is the most infectious of all fevers, but persons are not liable to it a second time: I have been on a bed with a person who had it; I have been in the West Indies, and have had it. When this disease prevailed at Gibraltar in 1804, I employed the soldiers who had had it to bury the dead and attend the sick, and not one of them caught it, although every other person exposed to it was (almost without exception) attacked by it.

Have you not heard that it is the practice in Turkey for persons to buy and wear the clothes of those who have had the plague?—Yes; they do that, but I take for granted they have had the plague before, and are not very liable to a second attack.

Do not you think the contagious matter of the plague may be enveloped in goods and be retained for many months and break out afterwards?—I think it may for a considerable time; it is impossible to judge of the time; I think sometimes cotton particularly may be infected with it so as to infect other persons.

What reductions should you think safe in the detention of vessels?—I have recommended that in the case of vessels having foul bills, the probationary airings to be dispensed with, and the quarantine reduced to thirty-five days.

Do you know of any vessel on board of which the plague has appeared on her voyage coming to England?—No, I do not.

As you have never known of any instance in which the plague has appeared, do you not think it follows, that whatever precautions might have been required, or whatever restrictions placed on a vessel, in the case of its appearing they would have had no practical effect, the occasion for employing them never having in fact occurred?—I believe, within a certain number of years the crews belonging to English ships at Smyrna have not embarked goods, they are kept in quarantine if the plague is prevailing, and the goods are embarked by porters and other persons, and stowed into the hold. There was one instance, which Mr. Sanders mentioned, of some hare skins being destroyed: Lord Sidmouth sent for me; he was a good deal alarmed about them; he said, a dispatch had arrived, saying, that all the men who put them on board had died, and that if they were not unpacked, they ought to be destroyed. I found them in a very bad state in a small part of the ship, about three feet deep on the deck, in as bad a state as if they had not been opened; and on that account, in consequence of his Lordship's suggestion, I had them destroyed. I should not have done it but for the observations of Lord Sidmouth. I should not be very apprehensive myself about the plague, after having taken proper precaution. It was found that the medical men and nurses of the hospital escaped it with proper precautions.

You think, that with proper ventilation, every infection of the plague may be avoided?—Yes.

Have you ever seen any seal skins imported from the islands in the South Seas?—No, never.

How do you conceive contagion can be communicated to goods, as cotton for instance; is it only by the touch?—Only by the touch.

Do you think it possible for a man in such a state as to communicate plague to goods, to be able to work at all?—Yes, I conceive that he may have a certain degree of fever at the commencement of plague, and may go on working, either in picking, gathering or packing cotton, as long as he is able, but that he certainly may infect the persons or goods coming into contact with him, before he is so ill as to be confined to bed.

In the early stages of the plague, when there is no eruption, is there danger from communication?—Eruption is not a constant attendant in plague; the small-pox is communicable before the eruption.

You think a man in a state in which he is able to work, might still communicate the plague to cotton?—Yes.

Are you of opinion, that with clean bills of health, the quarantine laws are necessary?—I think I have given my opinion pretty fully upon that.

You seemed to object to the suggestion of three days being a sufficient detention of ships with clean bills of health, and having no sickness broken out on board, that they should be detained till there was an answer from the Privy Council?—I should think they ought not to be discharged without the order of the Privy Council.

Do you not think that three days are sufficient, if there are no circumstances of suspicion

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suspicion?—Certainly; but the Privy Council may have obtained information, and therefore it is desirable that the Order in Council should be procured.

Do you not think that three days allow an ample time for every occasion in a place not thirty miles from London?—Perhaps she might arrive on Friday too late for the post, the letter does not get to town till the Monday; I can only say, that in my opinion, no vessel ought to be released without the order of the Privy Council; I should not leave it to the custom-house officer, but to some person acquainted with the quarantine regulations. I believe the ships from the Mediterranean are released generally in three days, the moment an answer comes from the Privy Council. I am also of opinion, that no ship with enumerated goods from a port liable to quarantine should be admitted, unless she has had a voyage of forty days, and also a certificate of the port from which she came having been healthy for forty days before she took on board her cargo.

She is not entitled to a clean bill unless that is the case, is she?—She ought not to be, but vessels, I believe, sometimes take on board their cargo during the prevalence of plague, and then wait for a clean bill.

Are you aware of the custom in Holland or Hamburgh?—Not in the North of Europe, I have been a good deal in the Mediterranean.

Will a vessel coming from Tangiers pay a less duty than from Smyrna?—The same duty I believe. When I was in the Mediterranean, I recommended that the fees should be not on the tonnage, but on the value of the cargo; I believe that was established, and they paid one per cent on the value of the cargo.

Where was that established?—At Malta.

Now they do not pay a tonnage duty at Malta?—No, on the value of the cargo.

How is it in the other ports?—Some pay a tonnage duty, and some upon the value of the cargo.

Do you think when a person has been once infected with the plague, he has ever recovered without its coming to the extent of eruption?—Plague patients have not always eruptions.

Should you think it the plague if there was no eruption?—Yes; when the plague is dying away in a place, the cases are sometimes very mild, and there is no eruption.

If a person had taken the infection before leaving Smyrna, do you think the voyage here would afford time enough to show that?—The longest instance I know of the plague remaining in the system was from thirteen to seventeen days.

Do you think the time of quarantine might be altered to two-thirds of the present, generally in those cases in which you think there should be some detention?—No; I should not recommend that with respect to ships with enumerated goods, having foul bills of health.

You have been on board the lazarettes at Standgate Creek?—Yes, I have.

You do not think they are sufficiently elevated?—They are regular line-of-battle ships, but their 'tween decks is so very low, it is difficult to expose the cotton sufficiently.

They are very well ventilated?—Yes; but to open a bale of cotton requires considerable space.

With respect to Liverpool, if it were made a foul bill station, should you prefer having sheds on shore?—I should prefer sheds on shore certainly, in the first place; whoever has the management of it can see the airings much better done, and can regulate them as he pleases.

Do not you think there would be more danger of infection?—Not if there was proper defence to prevent infection; I think there would be more danger from a ship dragging her anchor and getting ashore, than there could be from a station on shore. If a foul bill station is established at Liverpool, I should recommend moorings to be put down for the ships to anchor at; but if there was any spot for establishing a land lazarette, I should think that preferable.

Do you know any thing of the lazarette at Chetney Hill?—Yes, I was sent down by the Privy Council to examine it; it was on the most unhealthy spot in England, I think.

Was that the reason for abandoning it?—That was one reason, added to the great expense that was necessary to complete it; and at the peace the little difficulty in procuring men-of-war was another reason.

At what distance from the sheds would you draw the line?—From sixty to eighty feet, with a double wall.

You would not think it necessary to take any precautions against the chance of persons being infected with the plague, in case of sickness having occurred in the course

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course of the voyage?—The Privy Council would take precautions in such a case; they would have it well investigated, and would most probably take a medical opinion upon it.

Do not you think that if that were the case, persons coming over land should be subject to quarantine?—Dr. Harrison, in the Report in 1819, states that he came over land from Naples in seventeen days, and was subjected to no quarantine. I do not propose any quarantine against Naples at all. If persons have come from Smyrna, they would be subject to quarantine before allowed to travel in Europe.

Would a person coming from Smyrna to Naples be put under quarantine there, if the plague prevailed at Smyrna?—Yes.

Should you not infer, that if in the course of a century and a half no circumstance of the plague being imported has occurred, it is not likely that it can be imported?—It seems to be very improbable certainly, from that circumstance.

Do you not think it is hurtful to the health of the passengers, to be confined in quarantine fifteen or twenty days?—No, I do not think it hurts the health; it is very annoying to the mind, but nothing is so healthy as being on board ship.

Have they the benefit of medical advice?—Oh yes, there is an hospital ship, and a medical attendant constantly there. It appears rather a desperate experiment; but the only thing that should induce me to do away with quarantine altogether, would be trying an experiment with some pestilential clothing. Very few people, even the strongest non-contagionists, would submit to it. I believe many gentlemen in the Smyrna trade laugh at the idea of the plague being contagious; but they would not, I believe, try the experiment.

You heard Sir Gilbert Blane's evidence as to the decreased number of plagues during the last century; to what should you attribute that?—To the greater precaution taken, all nations being on their guard against it.

Do you think that more precautions have been used, during the last century, in the Mediterranean, against the plague?—Yes, a great deal more; the plague had not appeared at Malta for a century before 1813.

Do you think it possible that fruit or seed can communicate or receive infection?—I should not be at all apprehensive about seed, particularly at this distance from the African coast.

What should you say as to tobacco and coffee, and articles that are enumerated in the second class?—I have proposed that that, with all the articles in the second class, should be done away.

Do you conceive that forty days occupied in the voyage of a ship or her detention, would be sufficient for a vessel arriving with a clean bill of health?—Yes.

You would think it quite sufficient provided the goods were not allowed to come into circulation here till forty days after they had left Smyrna?—Yes, that is also supposing the place where she took on board her cargo had been healthy forty days before that; if this were adopted, I should recommend that the consuls abroad should be ordered to forward any information respecting even suspicion of plague, not merely by making the remark on the ship's papers, but by post, or in the most expeditious manner.

Probably in this diminished duty you are of opinion a considerable reduction of the establishment might take place?—I think the establishment at Standgate Creek is not too great to have the goods opened properly; and if an establishment is made at Liverpool, I should recommend the vessels to be numerous, and as large as possible; but I should prefer sheds on shore to vessels. I have had occasion more than once to make complaint in respect of the manner in which the goods were opened.

Is not the ventilation more perfect at sea than on shore?—It is very perfect; but it is very difficult in consequence of the little space 'tween decks to open the cotton sufficiently.

If the ventilation is sufficient, does the height signify?—It is difficult for the men to work; cotton should be taken out of the bales altogether and put into heaps; in general there are only a few handfuls taken out; the bales themselves, when numerous, prevent the ventilation.

Are not the sides of the floating lazarettes opened at the ventilation?—There are port-holes with jalousies: the ventilation is perfect on each side.

Are you not of opinion that the goods are frequently much damaged by the probationary airings; silk for instance?—I am not aware that silk does undergo any probationary airings; they have suffered very little; the instructions for probationary airings are chiefly with respect to cotton.

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Do you not think that silk is an article equally susceptible of infection with cotton?—Not so much as cotton, I think.

Is the cotton thrown completely open?—It is not so much as it ought to be, in consequence of the want of space.

Is any thing more done than the cutting open the sides of the bags to enable the men to put their arms in?—They ought to pull out a considerable quantity from each side of the bale, so as to expose the interior as much as possible.

In the lazarettes in the Mediterranean it is fairly thrown into a heap?—That used to be done at Malta; but now it is done in the same way as in England.

Do you know any thing of quarantine in Holland?—No, I do not.

Mr. James M'Neil called in; and Examined.

Mr. J. M'Neil.

WHAT is your profession?—I am tide-surveyor and pratique master at Carlingford in the county of Louth, in Ireland.

You are well acquainted with the laws and practice of quarantine in Ireland?—I have been for a short time in the revenue.

Are you able to state to the Committee what are the laws in Ireland respecting quarantine?—I have always gone by the proclamation of the Lord Lieutenant, which I found left there by my predecessor; I was desired by the Revenue Board to act as my predecessor had done.

This proclamation is founded on an Act of the 40 Geo. 3?—So it appears.

Your's is a station for foul bills as well as clean bills?—Yes.

What is your course with vessels with clean bills?—We put the quarantine questions and send them immediately to the Board of Customs, and it goes from thence to the Council, and they liberate them as soon as the Council sits; if with clean bills, if they have goods of the first class on board, they are detained fifteen days.

Are the enumerated goods in two classes?—Yes; there is the first and second class; there are barilla and things of that kind that are not mentioned in the first class of enumerated goods.

With respect to the goods that are not enumerated, if they come with clean bills, what do you do?—The same course is pursued as with respect to the first class, I send it up to the Board.

Are they generally released by return of post?—As soon as the Order in Council can be procured.

Without any unpacking of the goods?—There is no lazarette or any thing of the kind at Carlingford.

What is there?—Nothing whatever.

What do you do?—They are merely, when the weather will permit, aired on the deck of the same vessel; there is no floating lazarette nor lazarette on shore for airing the goods.

What charge do you make for it with a foul bill of health?—I never heard of any charge; they pay nothing at Carlingford except the harbour, something for anchorage.

The only place where goods are opened is the deck of the same vessel?—There is no other.

With respect to enumerated goods, what is done?—The hatches are always opened; the Roman cement if it got wet would be injured by it, but they are opened even with that, in every instance where it can be done.

How long is a vessel detained with enumerated goods and a foul bill?—I am not certain whether there has ever been a foul bill since I came to Carlingford.

How long is a vessel detained with enumerated goods?—Fifteen days always; I have heard in my predecessor's time of a vessel being forty days, but I do not know the circumstance; I suppose it was from some sickness, or something of the kind.

There are not many vessels that come at all, are there?—I think from ten to twelve a year; in the last three years there have been forty-two, I think.

Do those vessels pay any thing like that?—We know nothing of that; they pay to the Privy Council in Dublin; we know nothing of any charge except for anchorage, and they pay the pilot, and the goods they get from the shore, provisions and things of that kind.

You do not know any thing of the payments made in Dublin?—I have not any idea of them.

You do not know that they are exempt from charge, do you?—No; they are charged.

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At the same rate as in England?—I do not know any thing on that subject; but I know there is something paid in Dublin, for I have heard the captains of the vessels talking of it.

Is there any doubt that it is the same charge as in England?—I cannot give any information upon that subject.

Do you know what fees are paid at the Privy Council office?—I do not know.

Of what does the establishment at Carlingford consist?—There is myself and my mate, a coxswain and nine men.

In a sloop?—A quarantine barge; a forty ton boat.

Do you live on board?—No; I reside on shore.

Do you know the expense of your establishment?—I am not solely employed on the quarantine establishment, but merely act as pratique master: I am paid 50*l.* a year for that.

Can you tell what the others receive?—I should think that the only expense is the 50*l.* a year, and four additional boatmen, which, I understand, were allowed to assist in the quarantine duty; the six other men were generally employed in the boarding duty, and the four men, I always took it, were left at that station; at the stations round there are only six; but I conceive those four to be put there to assist in the quarantine duty.

What have those four men?—They have 35*l.* a year each, without a house or rations.

Of what tonnage are the ships that arrive?—About the average of two hundred tons; sometimes there may be larger vessels; there are some very fine vessels come in there.

What do they bring generally?—They bring enumerated goods often; and they bring barilla; that is a great trade in that part of the country for the manufactories in the north of Ireland.

Have you had no vessel with a foul bill of health?—I recollect one immediately after I came there which had a black ball, which denoted a foul bill, and there was a foul bill; but there had been no sickness on board in the course of the voyage, and she was not detained, if I recollect, longer than fifteen days, from that circumstance, the crew having been all in good health during the voyage.

How long ago was that?—Four or five years; soon after I came there.

You do not know whether that ship was charged with a foul bill duty?—No, I do not: the day before I left Ireland I sent to my collector a list of the number of vessels which had performed quarantine in the last three years.

Had any of those vessels performed quarantine before, either in England or any where else?—I recollect vessels arriving at Carlingford having performed quarantine at ports in Ireland.

You do not know what is the practice with respect to vessels coming from England to Ireland?—No; if they come from Cork there are some vessels that come and perform quarantine there; and there are some go from us, and I give them a certificate to say they have been at Carlingford and performed quarantine there; we look at the certificate of vessels coming, and if they have performed it, we do not detain them, but that very seldom occurs.

Do you air the cargo?—As far as the case will admit, on the deck of the vessel.

In that case, who airs the cargo, the crew?—The crew.

In what way do they air it; how do they open the bags?—They never more than hoist them up on the deck, as many as they can get at near the hatches.

Do not they cut them open?—I do not believe they do.

Do they put their arms into them?—No, it would be impossible for them to examine them fully.

With a foul bill of health, there is no means of examining or airing the cargo?—With a foul bill of health there is no means at Carlingford of examining or airing the cargo, which I reported immediately on my taking the station between four and five years ago; on reading that very paper I thought it my duty to report that to the Board, which I did.

Then in point of fact no part of the cargo of those ships has been opened?—Never, as they should be, certainly, so far as my opinion goes.

Have they ever been opened at all?—They never have been, except on the deck of the vessel.

They have been had on the deck of the vessel, but never opened?—I believe they never have.

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You do not know in short whether they have or not?—No; the captain has always stated to me that it was impossible to do it.

Do you put any persons on board as guardians?—Two tidewaiters; and if the men at my station are all boarded, I put on two revenue boatmen.

Is their anchorage away from that of other vessels?—Yes, there is plenty of room.

Have you ever heard of any sickness occurring on board vessels arriving at Carlingford?—In my time never.

How long is a vessel detained in consequence of application to the Privy Council office generally?—I have scarcely ever known an instance of their getting away under five days.

It appears by the proclamation that there are two classes of goods?—I was merely told to do as my predecessor had done, and I followed his mode, and did just as he had done.

Have you had any arrivals from Smyrna in any of those ships?—Yes.

Any from Alexandria?—Not that I recollect.

Have you had any with hides or skins from Africa?—Yes, I believe there have been.

Barilla is not an enumerated article?—No, it is not.

Are any of the crew of the vessel allowed to come on shore?—Never; there is no communication whatever.

Are they visited by any medical person?—There is no medical person allowed by the Board; indeed, I never knew one want any thing more than a dose of physic or something of that kind there; it is a very detached out of the way place; we have a dispensary there; we have no physician within ten or twelve miles—no nearer than Newry, except this man at the dispensary.

Vessels with foul bills have arrived at Carlingford?—Yes, repeatedly I understand.

They have never been subject to any opening of their cargoes?—Never more than taking it on deck, at least in my recollection; at the entrance of the port there is a block-house, and it is mentioned in that proclamation that the goods are to be aired there.

Have they ever been so?—Not that I know of; I have heard of goods being aired at the block-house.

Is that block-house in a state of repair still?—It is not.

If a ship arrived with a foul bill, would you not think it necessary to have recourse to landing them there?—I do not think a cargo could be aired there; a nautical gentleman to whom I have spoken thinks it could not, on account of the run of the tide there is at that spot; it is immediately at the entrance of the bar, and there is bad anchorage. I think I have heard that goods have been aired at it; but it must be in very good weather; it would be impossible to get at it in bad.

Have you heard the captains of vessels complain of the inconvenience of the detention and the expense of the charges?—I have.

They all complain probably?—No, not all; but I have heard some of them complain, and seem very angry indeed.

Did you ever hear what were the charges on the release of a ship?—No.

What were the expenses of which you heard them complain?—The expense of maintaining the crew at that time; and if the cargo was wanted in Dublin, the merchant would be at a great loss; but I never had any communication from the merchants on the subject; it was merely the captains who were anxious to get out of quarantine; I have heard them very frequently complain, particularly if they were delayed a day after they expected to get away.

Does any person go on board those ships till they are released?—Never.

If a person were ill, what should you do?—I should write to my Collector or to the Board direct; it would delay the post if I communicated to the Collector and through him to the Board. It may be proper that I should state, that if Carlingford is retained as a quarantine station, there are very good situations for lazarettes, there are good points of land affording protection to the vessels while they lie there.

From your experience, do you conceive there is any necessity for a lazarette at all?—Never having had a foul bill of health, I cannot possibly speak to that.

There never has been any occasion for one yet?—There never has been since I came to the station.

When a foul bill has appeared, and the cargo has been examined in this way on deck, not the slightest danger of infection has ever arisen from it?—Not that I know of;

of; but the captains find it very inconvenient; the anchorage, I believe, is as good as any where, and there is perfect space.

In point of fact, a bale of cotton is not opened at any time?—No.

Have you had much cotton?—Indeed sometimes there has been, and rags.

Rags are considered more liable to communicate infection than any thing else?—I believe so.

What do you do with apparel or baggage?—Only that which I have stated; I have obeyed the instructions of my Board, and did as my predecessor did.

You never have been instructed by the Board of Customs or the Privy Council to do more?—No.

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Martis, 13^o die Aprilis, 1824.

The Right Honourable CHARLES GRANT, in the Chair.

Augustus Bozzi Granville, M. D. called in, and Examined :

WILL you state to the Committee what opportunities of practical knowledge of the plague you have had?—I travelled in 1802 throughout Greece, and visited those parts which are most subject to the plague, such as Salonica, Negroponte, and others, with Mr. Hamilton, our present ambassador at Naples. I settled at Constantinople in 1803, and practised as a physician amongst the Greeks, and Turks and Armenians. I lived in a Greek family for several months, and was at Constantinople in 1803-4, at the time when the plague had extended to the village of Bojouckdaré, the farthest village from Constantinople towards the Black Sea, a spot which is very seldom infected, from its being inhabited by Europeans chiefly, unless the plague has spread very widely. I afterwards accompanied the Turkish fleet in the middle of 1804, and the latter end of that year, to the Greek Islands, the coast of Syria and Egypt, and on my return resided about five months at Smyrna, early in 1805. I have performed quarantine at Messina, Leghorn, and Corfu, besides having since examined twice (in 1814 and 1815) the lazarettes of Marseilles, Venice, and Leghorn, for the specific purpose of making myself master of the quarantine laws, and the regulations that are in force in those different ports respecting contagious disorders, as well as with a view to examine the mode in which lazarettes are managed. My experience on these points led me, after I had the honour of being examined before the Committee of this House, on the subject of contagion in 1819, to address a printed letter to Mr. Robinson, then President of the Board of Trade, which I now lay upon your table, and in which I entered fully into the nature of plague, and the various instances of importation of it into different parts of the Mediterranean, within the last few years, as I collected from various official documents in my possession; and also into the different modes of guarding against the introduction of contagion. The book in question contains a plan of the principal lazarette at Leghorn, sketched by me in the year 1814.

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The object the Committee have in view is to ascertain what reductions may be made in the inconveniences that now press upon the commerce of the country, in consequence of the quarantine laws, and they will be happy to receive information from you upon that subject?—I shall be most happy to afford any information in my power to the Committee; but I hope they will permit me to request that the questions may be as much as possible confined to practical, and not extended to theoretical, views. This observation is suggested by a perusal of the Report of the Plague Committee in 1819, before which I was examined. It strikes me, in common, I believe, with many other medical men practically acquainted with the subject, that the taking evidence grounded upon theoretical views, or medical conjecture only, from persons who are not practically informed on a subject of so much importance as that of quarantine, and the peculiarities of the plague, as well as with the different modifications to which the laws of contagion are liable, tends to do more mischief, without much corresponding good. It excites a good deal of doubt, anxiety, and uneasiness in the mind of the public, who read the jarring testimonies of theoretical men. It does not heighten the character of the profession at large; for their differing in opinion is very much laughed at; and ultimately it can lead to no useful conclusion. This is illustrated in the case of the Committee alluded to, where, out of twenty-two witnesses examined, there were but

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two who did not agree as to the reality of contagion, although most of them differed with regard to its modes of action respecting clothes, goods, or individuals, and the number of days necessary to perform quarantine, much to the merriment of the critics and the public, who never considered that the greater part of those witnesses had never seen the plague, or been in a lazaretto; and spoke merely from theoretical views.

You are well acquainted with the rules respecting the delay of a vessel?—Yes; I have endeavoured to make myself thoroughly master of both the Act of Parliament and the Orders in Council respecting quarantine, and I have made several remarks on different parts of them. My opinion is, generally speaking, that the quarantine laws, both abroad and in this country, require being looked into, and are susceptible of considerable reform and modification. I will state my grounds for this opinion. I find the quarantine laws of this country to be nearly similar, with very few exceptions, to those of Venice, Leghorn, and Marseilles, the three principal quarantine stations in the Mediterranean. (There are certain recent alterations in the foreign laws which are in some respects improvements, and in other respects more vexatious to commerce, and which the English quarantine laws do not notice.) But both the first and the second are generally founded upon the original view taken of the plague, during a period of great fear and supposed danger, by persons who were in almost daily contact with the plague; circumstances which, as they do not obtain in a precisely similar degree in this country, ought not therefore to be adopted in so unlimited and exclusive a manner as motives for restrictive regulations. Another ground for my opinion is, that our knowledge of the practical results and influence to be obtained from the application of certain chemical and physical means in counter-acting contagion, as well as of the laws which contagion is known to follow in certain diseases, (thanks to a greater number of observations made since the original formation of the laws of quarantine, being greatly superior to that possessed in earlier times,) ought of course to influence materially the enactment of those precautionary regulations which it is necessary or incumbent for the Legislature to adopt with regard to those contagious diseases. Those are grounds quite sufficient for inducing me to assert, that the quarantine laws ought to be looked into, and that they are susceptible of a certain considerable relaxation, particularly with regard to individuals, and even so with regard to certain goods. I think there are several, for instance, that are improperly classed as highly contagious; and which might, under certain circumstances, be treated differently from what they are now treated, and therefore less vexatiously, as far as it respects commerce.

Will you state your opinion with regard to individuals?—At the distance at which this country lies from any source of plague, (assuming always, as admitted, the existence of contagion, and the possibility of its being transmitted,) I think that after a passage, such as individuals coming from plague countries must necessarily have, the shortest of which, within my acquaintance, has not been less than twenty-five days, even with what is called a touched bill of health, or a suspected bill of health, from Constantinople or Smyrna, provided that not any disease on board the ship, or any suspicious accident has occurred during the said passage; I consider it unnecessary that such individuals should be submitted to thirty days quarantine, which is generally the case, being ten days less than the maximum of quarantine for the goods, as is the case in all the lazarettos abroad, where persons perform one third or fourth less of quarantine than the goods. I say that thirty days, with regard to individuals, is considerably more than is necessary. I think twenty-five days voyage, taking the minimum of the passage, and thirty days as the maximum of quarantine to which some individuals are subjected when they come in vessels without clean bills of health from Smyrna and Constantinople, is considerably more than is called for by the knowledge we have of the laws of contagion, and their effect. Provided always, that in speaking of individuals or passengers, not any pacotille portion of cargo that he or they may bring for importation be included, but merely his own wearing apparel, and that even that, as well as the persons, be submitted to proper degrees of fumigation. If an individual, after twenty-five days passage, without any accident occurring during the passage, suffered himself to be properly fumigated, and underwent every necessary process of disinfection, during a week at most, I should not have the slightest objection to be placed in contact with him, provided he left all goods behind him, except the simplest of his wearing apparel, which should be also subjected to fumigation for the same space of time, and this in the case even of persons coming *with* touched bills of health.—The bills of health in the Mediterranean are four in degree. I take Marseilles as the ground of my observations,

observations, for that is considered the best; next to it is that of Leghorn. There is the "*patente nette*," that is to say, clean bill; the "*patente touchée*," or touched; the "*patente soupçonnée*," and "*patente brute*," which is the infected bill of health. There are also two sorts of quarantine; the "*quarantine particulière*," and the "*quarantine d'observation*."

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Will you explain what the different bills are?—In the first bill of health the general health of the place is distinctly stated, and is delivered eighty days after the entire cessation of every symptom of disease, and not before, by the consuls, who have a code of their own, which is in force in France, and extremely binding, and very strictly acted upon. The consuls are supposed to be of so great public responsibility, that on them the government can depend for the execution of those laws as if they were enacted for obedience at home. In the second bill the general health of the place is stated, but the occasional arrival of vessels coming from infected places is mentioned, although with the crew healthy; that is the *patente touchée*.

Does that bill state that there is no plague in the country, but that within a certain time vessels from infected places have come?—Yes; but that their crews have been healthy. That *patente* is delivered from the seventieth to the eightieth day after the cessation of the plague.

The clean bill, the *patente nette*, is not to be given unless the place has been free from disease for eighty days?—Yes; and not even if a vessel has arrived from a suspected place, much less if it be only seventy days since the cessation of plague, for then the bill is *touched*.

Which means that there is no plague on the spot; but that vessels from infected places within seventy days have been in that place, but with crews healthy?—Just so; in the third, or *patente soupçonnée*, it is declared, that in the place from whence the ship clears, some diseases suspected to be pestilential and communicable from one family to another do exist; or that caravans and merchandise are, at the time the ship is clearing out, arriving from places then known to have the plague.

Is any thing said about the healthiness of those caravans?—No.

What is the limit of time to that?—That is ten days less than the other; that is, between sixty and seventy days after the cessation of the plague.

Is not that particular about the arrival of the caravans or merchandise from infected places the same as in the *patente touchée*?—No; they make a difference between caravans coming by land, and vessels; as to vessels with a healthy crew, and not having any cargoes; for instance, though coming from an infected place, it may not signify so much; but with regard to actual merchandise packed up in a place where the plague exists, and coming overland to the place where the vessel is to load, the case is different. In the one case we have bales of goods actually coming in from an infected place, and in the other an empty vessel coming in from a place where the plague is said to exist, but with the crew in health. In the fourth bill of health, or what is called the *patente brute*, it is distinctly stated that the plague is in the place from whence the ship is clearing out, or in places in the neighbourhood, and that the goods shipped on board proceed from either of those places.

What do you conceive to be the distinction between that system and ours?—The distinction is this, that by classing so much more minutely the degrees of danger, they are enabled to subdivide still more beneficially to commerce and to individuals, the length of time of quarantine, or the degrees of precaution; whereas you have only one alternative, either a vessel and passengers arrive without a clean bill of health, and they must perform the whole quarantine at all events, or the individuals bring a *clean* bill of health, and then they are not subjected to quarantine at all.

The extreme limit for a clean bill is eighty days: that there must have been no appearance of plague within eighty days?—Yes.

A clean bill to this country is given, if there has been an absence of plague for forty days?—I think if a clean bill of health were given by the consul after eighty days, persons would be subject to much less vexatious quarantine than they are subject to now, coming with a bill granted after forty days. It is left at the discretion of the Board, at the quarantine station at Marseilles, according to the degree of bill of health, except when the *patente* is *brute*, to limit the quarantine to eighteen days, or twenty days, or twenty-five days, or thirty days, (eighteen being the minimum), and this, although they bring a bill of the first, second, or third class. Now in the case of this country, without a clean bill of health they would be included in the *patente brute*, to which a much higher rate of quarantine is affixed, both here and abroad.

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Would not a clean bill of health take in the first three classes?—I should conceive not; persons coming from any part of the Turkish dominions are subject to some quarantine in the ports of the Mediterranean. I have instanced such as Leghorn, Venice, and Marseilles. There is no instance of an individual being released under seven days, coming in a vessel, whether with goods susceptible or not susceptible, even with *patente nette*, provided it comes from any of the ports of the Turkish dominions, or Africa, or Egypt, without performing a quarantine to that extent.

Those countries are presumed to be more susceptible than this?—Certainly; I only state that to qualify the answer I have given, in which I compared the regulations of this country with those abroad.

Do you think it necessary in this country to follow that rule of detention of seven days for the persons with a clean bill of health?—No; so far indeed that I should say that would be nearly the maximum of quarantine I should propose for persons coming to England with a touched bill of health; with a foul bill of health.

Do you see any objection to releasing persons coming with a clean bill of health as soon as it can be conveniently done, on the return of an Order in Council?—So far from it, I consider, that if the quarantine ordained in England for persons coming with an infected or without a clean bill of health, is as much as it is abroad, it ought to be diminished; and that therefore those coming with a clean bill of health, provided proper precautions are taken, as I before stated, might at all events be released without danger. But I will relate one fact, which having occurred to myself, may perhaps have biassed my mind with regard to this particular question. I should premise, that those precautions should be distinctly stated and enumerated, and properly attended to, in order that my opinion just given may not appear too hazardous; for in the case, for instance, I am about to relate, and which relates to persons coming with a clean bill of health, ordered to perform quarantine at the Mother Bank, whom I am told may be released by an Order in Council by return of post, no precautions were used. In 1807, I belonged to a man-of-war, which captured a Danish vessel from Smyrna and Cephalonia. I was ordered on board, in consequence of a report being made to the captain that there were two persons dying on board, and that the vessel had been sixty days on her passage. We captured her off Lisbon. On proceeding on board of her I ordered the two men to be lifted on the deck; I was unwilling, of course, under the circumstances stated, to commit myself between the decks; one of the men died in a few hours, and the other was taken on board the man-of-war to which I belonged, for assistance; having well ascertained that the disease was not the plague, but merely inveterate scurvy, in both cases. One of our officers was put on board the captured vessel as prize-master, and was directed to proceed to Plymouth, with instructions to land and to go up to London, to place the papers of the captured vessel in the hands of the navy agent of the captain of the man-of-war. We ourselves soon afterwards sailed for Portsmouth, and on our arrival at the Mother Bank were visited off, as desired by the Orders in Council, by a quarantine officer, who put the usual quarantine questions, (such as I have since read in this book) to myself; I then stated the cases of death and illness which had occurred in the captured vessel. We were ordered to remain in quarantine, and we were not released till after the return of orders from London; but the prize arrived at Plymouth; our officer landed immediately, and proceeded to London, and we were performing quarantine at the Mother Bank, when one of our own officers, for aught we knew, was in conversation with the navy agent, in some street in the Strand. This induces me, therefore, to lay great stress upon the necessity of not only prescribing but of attending to proper quarantine regulations; in order that my observations may not appear injudicious, when I state, that in a week or ten days, even persons coming with a foul bill of health, and if with a clean bill of health, in a shorter time, may and ought to be released.

Was not the lieutenant questioned?—I do not know; but this I know, that we received letters from him in London the first day of our performing quarantine at the Mother Bank. From this fact, and the conversation which has now taken place respecting the uncertainty of certain provisions in the Act of Parliament, it may be concluded, 1st, that there is some obscurity in the existing laws, and that they are certainly very vexatious to commerce, without being at the same time proportionately protective to the interests of the country; and 2dly, that by following some more modified simple and clearly-defined system of precaution, commerce might be relieved, and the appearance, as well as the reality of security to the lives

of

of subjects more readily obtained than it appears to me to have been the case hitherto. *A. Bozzi Granville, M. D.*

With respect to persons coming with clean bills, you think they may be released immediately; and with foul bills, in ten days?—Yes, provided that the proper fumigations and proper precautions are taken.

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What sort of precautions should you suggest?—If a ship had been twenty-five days on her passage from Smyrna, though the plague raged there at the time, and a passenger chose on arriving here to leap overboard and swim ashore, as a hypothetical case, without any of his apparel, I individually should not object to communicate with him.

A cold or a warm bath then would relieve you from all apprehension?—Yes, if he submitted to leaving his apparel, and quitted the ship with only what was sufficient to cover him, and that of the lightest kind, and the least complicated; and also, if he submits, together with his clothes, to two or more sulphureous baths, very common now in every part of the world. Such a person would be just as clean of infection, and clear, though from any of the ports of Turkey, or the west coast of Barbary, provided that the passage be at least twenty-five days, and no disorder broke out during that time, as if he had never touched there.

How long is it before the plague appears after a person has taken infection?—Generally speaking, that depends on the degree of plague that has prevailed, for the plague does not always exist to the same degree of virulence. In the most virulent cases of plague the majority of patients are affected almost immediately; I should say, that symptoms of plague occur within the third day after actual contagion has taken place. There are cases in which contagion has remained latent for a longer time, and has at last broken out; and other instances where it has remained for ever latent in an individual who has been the means of transmitting it through his apparel from the body which communicated the contagion to another, being merely in that case the intermediate channel of the conveyance of contagion.

How long have you known it remain without showing itself, and afterwards appear?—Personally I have been so much in places where the plague has existed in some of its worse degrees, that I do not recollect individuals catching it without exhibiting it in their own persons later than ten or twelve days. But I know from facts which have been related to me, and which happened in the lazarette at Venice, that persons have been in quarantine for a greater length of time than that, without exhibiting the plague, and have afterwards shown it just about the time when they were to be released. In those cases, however, it was the apparel which the passenger had been suffered to retain, and they had made use of just as they were about to leave the lazarette, having only before received it from on board the ship that had imported the plague from Scutari, in 1816, as we find related in the despatches of our consul at Venice, confirmed by my own subsequent personal investigations. Here, then, there is no anomaly to what I gave as my own opinion; for if the persons had been suffered after the thirty days quarantine to go without their old apparel, or had this been fumigated at the lazarette instead of being kept on board the vessel, they would not have exhibited so late symptoms of plague, which I conceive they had caught from their lately-got apparel, and not in consequence of any latent contagion in their systems.

Is that the longest time you have known the plague to remain unobserved?—Yes; the fact occurred in 1816, and I made a note of it on the spot in 1819, from the information of the physician. My note-book, which I have here with me, states that the length of quarantine at Venice is not strictly fixed; many are kept more than forty days, none less than seven, even with a clean bill of health. From the Ionian Islands twenty-one days; passengers are not subject to the same length of quarantine as vessels in which they come; but since the plague in the Lazaretto Vecchio, the old lazarette which was imported from Scutari through Durazzo, and which destroyed all those who had communication in the vessel with the infected, as well as *four* porters, or expurgators, in the lazarette, the passengers are subject to the same number of days as goods, because the crew who exhibited the plague were just about to be cleared from quarantine after thirty days.

Those were thirty days in the lazarette at Venice?—Yes.

How long had they been on the passage before that?—Perhaps only three or four days from Durazzo, the voyage being but short.

This case of plague appeared probably about thirty-five days after the person had left the place where the plague was?—Yes; never forgetting that they had put on

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apparel that they had not had on during the time they were performing quarantine; it was another suit of clothes from the ship.

They must have either had the plague dormant about their own persons, or it was dormant in their clothes?—I should say the latter; both are possible; but according to my experience I should say the latter, both possible and probable.

Is there any fumigation that will destroy the contagion in clothes?—I think there is.

Will you state what it is?—The simplest fumigations are those which are applied to paper and persons; they consist in piling up large bundles of wet straw, which are set fire to, and a few perfumes thrown in, when the passengers, either with their clothes on, or nearly naked, and their clothes after them, are made to pass several times through the smoke, two or three times a day, after their coming into the lazaretto from the ship. All documents and papers undergo this and other fumigation. This sort of fumigation is not, however, one on which I should depend; and that is considered merely a preliminary step in the lazarettes. Passengers are not released after them. The next are the fumigations of chlorine, a gas which is known to destroy animal miasmata most effectually. Then there are fumigations, which I before alluded to, in the form of strong sulphur baths, producing excessive perspiration, and parts of the sulphur penetrating the pores of the skin. If a person's hair be well washed and combed repeatedly, and his body be submitted to repeated operations of this bath, in the course of ten or twelve days, strong a believer as I am in contagion, I should not have any objection to admitting him into my house, although he came from the most infected country, provided he changed his clothes, or his clothes be subjected to the process he has himself undergone, or any other equally effective. An immersion in salt water clears almost all those substances within the texture of which contagion is known not to penetrate, but where it lies upon the surface, and next to that air; but the latter of course being less effective, takes naturally a greater length of time to complete fumigation, and that is the only means in fact that is employed. According to the old routine of quarantine practice, the disinfecting principle relied upon is air, which being a very slow-working agent, the mode of proceeding by means of it, and it was the only one known when quarantine was first established, was obliged to be extended to a great number of days. But with our better knowledge of physical means as destructive of infection, we ought not to hesitate to depart from it, though neither abruptly nor without due caution.

Are any of those means employed abroad?—No; they all stick to the old mode. New methods, particularly in countries which have suffered so considerably from their vicinity to contagion, are not likely to be well received, and much less agitated or acted upon.

Have you ever known any instance in practice in which you believed fumigation to have prevented contagion?—I can scarcely answer that question, because I have either seen the contagion take effect, or I merely suspected that it was so; and in that case I may have drawn an unfair conclusion in attributing to fumigation an effect which might never have occurred even without fumigation; I submit that it is a question which cannot be answered positively.

Have you applied fumigation in cases where you have seen the plague?—At the time I was acquainted with the plague there was only one mode of fumigation with which I was acquainted, and is the one I have alluded to, namely, that of chlorine, which was mentioned in medical schools, where one learns such things; I have employed that fumigation in disinfecting houses among the Greeks. The French call it the *Méthode desinfectante de Guyton Morveau*. The contagion of other diseases has been known to have been checked by the fumigation of Carmichael Smith, which consists of sulphuric acid poured over nitre; and I should say that the sulphureous gas, which may be procured at any quarantine station in a second, and at a very little expense, would disinfect almost the highest impregnated subject with contagion; it being understood that I would apply it to disinfect the subject externally, and not with a view to destroy any latent disease that might be supposed to exist in the constitution. With regard to the latter point, the mere passage of twenty-five days, or less than that, from the infected place, would be almost a sufficient test that no such latent disorder existed.

You limited the passage to a fortnight?—Yes; if it had been performed without any disease appearing, and if the individual left behind his apparel, by which I mean any extensive apparel.

When you said, if a man from an infected place would submit to leap naked into the sea and swim ashore, you would not hesitate to communicate with him, you meant

meant to apply that observation more to his leaving his clothes behind him than to the effect of the washing?—And to the effect of the washing likewise; it would clear the skin of contagious matter, which has been known to remain there without penetrating it. But as regards the contagion of clothes, to state, as it has been done, as a fact, that it cannot lodge for months and years in them, is in opposition to every day's experience. It was only the other day that I heard that two bits of thread which had been impregnated with vaccine virus were taken to India by a surgeon, and forgotten, and two years afterwards being found, they were employed to vaccinate some children with good effect. Now I should say, that if the contagious matter had been put into a glass tube, or laid on two flat pieces of glass, which are two modes of transmitting vaccine virus, it would probably have lost its effect after two years. There is a peculiar law, with the nature of which we are unacquainted, but which seems to influence materially the attachment of animal miasmata, capable of contaminating healthy individuals, to certain substances stronger in woollen cloth and cotton, and apparel made of some such stuff as feathers and silk, but particularly all those vegetable and animal substances in which there is a very rough and porous surface that is not to be observed under other circumstances. That is the result of my observation in eighteen years experience.

Have any experiments ever been made with fumigation on other contagious disorders?—Yes, with regard to yellow fever, the typhus, &c.; with respect to vaccine infection, it has been observed, that the mere variolous matter passing it through salt water, or repeatedly through the vapour of water, has destroyed its infecting power; on which observation is founded a direction to vaccinators when they use dry matter not to wet it too much, for the power is then lost, but merely to moisten it lightly.

With respect to goods, you know the two classes which are enumerated in the Orders in Council?—I do. In class the first, for instance, there are beads, bracelets, necklace, and strings; no person would have an objection to take out the string, which is merely put in for the purpose of conveyance to this country. They may then be washed and delivered immediately, and then they cannot be said to belong to class the first, neither do they belong to class the first abroad; or the string being generally very slender, the fumigation of sulphur might be applied to it successfully.

Would that destroy its colour?—The fumigation of sulphur might, perhaps, but chlorine, I believe, would not. But the washing them repeatedly through salt water might do away with the little danger of infection there can be in such articles. There are many operations of nicety recommended abroad, which I find could not here be performed; because abroad an importer is enabled to send his own porters, on whom he can rely, and to whom he commits his goods. These porters subject themselves for a time to confinement of quarantine. If letters and other sorts of paper are admitted after fumigation, there surely may be found a fumigation which shall not injure a book at all; but there are not many books likely to come from Turkey. Hats of straw, &c. passing through water, will not retain contagion: all dense and polished surfaces will not retain contagion after being passed through salt water repeatedly.

Would not water destroy the hats?—The fumigation of sulphur might be substituted, and would improve them; for they are cleaned and whitened by it. Horn tips, in fact, which are clear of dust, and things that generally hang about them, might be washed and delivered. With regard to leather, that I find is here put down generally: abroad they make a distinction between cordovan and perfumed leather, which is delivered in one third part of the time that leather in general is. Leather is one of the articles with which they are strictest, except cordovan or morocco, in the manufacture of which there are several operations that are wholly opposed to the existence of infection: and their surface being polished, they do not retain infection so much as tanned or rough and moist leather of any other sort. I think there might be a distinction made in that. There cannot be a better guide in that respect than the quarantine laws of Venice or Leghorn. Liquors of any kind in bottles and flasks are delivered immediately, on tarring either the string, cork, or the strap, or whatever it is that is adhering to them, or to the cork. There are several other articles that might be omitted. As to paper, printed maps, &c. some method might be devised to release them as soon as letters are released, provided a method, which would not I think be a difficult one to be found, could be devised to purify them as letters are without staining them. Letters from Constantinople are released on a knife being passed through, and their being exposed to the smoke of

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straw or sulphur. If fumigation, that will not be injurious to maps and parchments, be applied to them also, they might be sent ashore too.

Will not a roll of maps retain infection much longer than a letter?—The larger the surface the greater the danger; but if the mode of fumigation is repeated oftener, or extended more considerably, it will apply itself to a larger surface as effectually as it does to a smaller one. In legislating respecting measures of precaution against infection, we should first look to the substance, and next to the extent of the surface which that substance presents to the actual applicability of contagion.

Will you mention any other article which you think might be omitted?—Gold and silver thread, provided the substance over which the metal is run be covered completely by that metal, and they be passed through water, might be delivered without injury, as no danger can attach to that which is covered by a metallic surface after washing. The great objects of jealousy are apparel of all kinds, artificial flowers, (by brooms of all sorts in matter of contagion I do not know what is meant,) camlets canvas, flax, down, goats hair particularly; hemp is not at all injured by passing through water: in fact, the existence of hemp is in water from the very first of its being cultivated. If that were passed through water it might be released in a much less time than is required by the present regulation. Hemp has never been subjected to this process abroad; it has merely taken its chance in heaps on the deck, or in the lazarette, and has been detained the whole forty days.

Do you know what is the rule abroad respecting hemp?—I do not know that I can retrace to my memory that particular object at this moment.

After being submitted to the means which might be employed, after what time should those articles you have specified be released?—With respect to cordovan and morocco, I should say half the time after the probationary airings. I should be inclined not to give up the *probationary* airings, for they have a very good effect. If there be any contagion present in the goods it is likely to be developed by the preliminary act of opening the packages for that purpose. I rely, in fact, more on the probationary airings than on the twenty days afterwards.

Have you ever heard of any infection appearing in the lazarettes in England?—I can neither say yea nor nay to that question. I think I am as authorized to say there has as that there has not. In the first place, there have been vessels which were ordered to be sunk or burnt, proving the affirmative. In the second place, there is not a register or a journal kept by any one of the superintendents adverted to in the Act and Orders in Council, for a sufficient number of years; and the answer sent by the persons consulted on this subject refers to so short a period of time, that the question, whether the plague has appeared since 1665, cannot be answered decisively in the absence of any thing like the negative documents, therefore cannot well be supported. This case is one of doubt.

Have you ever heard of any instance of infection in any lazarette in England, of expurgators thrusting their arms into the packages?—I have no objection to answering that I have not heard of any; but I object to the impression that answer may make, to its being supposed that because I have not heard of the thing it has therefore not existed, the documents not going sufficiently far back to authorize any such conclusion.

Do not you think it much the interest of the officers of these establishments, in order to prove the necessity of the establishments, to bring forward the instances, if they have ever occurred?—If they have no register to refer to as to what occurred to their predecessors, they may not be able to bring forward such instances, supposing them to have occurred.

It being the duty of the superintendent on the spot to ascertain, and he being able to point out none, is it not to be presumed that there is none?—If that be his official answer, I have no hesitation in saying he ought to be believed; but I would take it to refer only to his own personal experience, unless he can prove from documents that it has not occurred at any period previously.

If no case of indisposition, or even of headache, has occurred, what should you say?—The answers relate to such short periods of time that I must confine myself to those periods also.

Were you rightly understood, that you thought it necessary that no symptoms of plague should have appeared at Smyrna for eighty days before a clean bill of health should have been given?—I stated that that is the practice with the bills of health received at Marseilles.

Is it not the case, that at Smyrna forty days of total absence of plague must have ensued

ensued before a clean bill of health will be given?—With regard to the French consuls, it is eighty days, as I stated before.

Are you of opinion that it is expedient to extend that forty days of absence of infection to eighty days?—Decidedly not.

You think forty days sufficient?—Quite so.

Do you not conceive that many of the epidemic and infectious disorders which have appeared at different times in different ports of the Mediterranean, have arisen from local circumstances, and have not been imported?—Plague, and yellow fever, in reference to which the lazarettos have been provided for, have always, in my opinion, been imported.

Do you conceive that the yellow fever has always been imported where it has appeared in the Mediterranean?—Always.

Do you conceive it was imported at Barcelona, for instance?—Yes, I never read evidence more conclusive than the evidence on that very subject.

An honourable member of this Committee is informed, that it has appeared from a Spanish book that yellow fever was ascertained to have been at Barcelona long before the discovery of America; from what could that have arisen?—I do not know what work can be alluded to; I have read almost every work, both Spanish and French, upon the subject, and I do not recollect to have read or heard of that; it must be on some very strong ground or document before I can believe it, particularly if it comes from a Spanish author during the last contested discussion upon that subject. I think if such a fact had been really established by those who contended for the non-importation, it would have been stated; and I have not seen it asserted, though I have read every book I could meet with on the subject.

Do you conceive that infection can be communicated to goods by any person on whom the plague has not broken out?—I conceive, that if the person communicating with those goods is actually under the influence of contagion, though not known to himself or any other person, in consequence of the absence of all usual symptoms, that there is a liability, though in a very modified degree, of his communicating that infection to goods with which he comes in contact.

Is a person with such a liability of communication likely to be in a condition to be able or willing to work?—I have seen persons with the plague on them at work, and obliged to work after the attack.

That person might be in a state to communicate plague to another by touching him; but could he be in that state of extremity to convey infection to a bale of cotton if he was in a situation to be able to work?—In almost every stage of the plague there is a liability of a person communicating contagion to goods if he touches them, but more so in the latter stages.

That liability is in your opinion probably very slight?—It is considerably modified. A person sleeping on a bale would communicate it, though not being aware of having the disease himself; on whom, perhaps, it has not broken out till some days afterwards he has infected a bale of goods, or a bed in which he has slept, or the apparel he wore: this holds good both in the case of plague and the yellow fever.

Do you think England is less safe from the danger of infection than Holland?—They are equally liable.

Do you not think that the low and marshy situation of the latter is more calculated to receive and propagate infection, if imported?—Not of the plague contagion, I would say.

Do not you think the propagation of contagion very liable to be effected by circumstances of soil and locality?—Yes.

Then is Holland, in your opinion, a country more capable of repelling infection than England?—Not at all.

Are you aware that there is very little precaution in Holland?—No; I am aware, on the contrary, that there is very strong precaution, and has been for many years. The question involves an error which has crept into all the evidence before the Contagion Committee; and though I have taken the trouble of obtaining information on the subject, from persons connected with the Dutch government, and of printing it, that information has never been noticed. There is a passage in the work I published on plague, which has not, perhaps, fallen under the eyes of persons who take an interest in this question, in which I have disproved the often-repeated assertion, that the Dutch have been regardless of the quarantine laws; I have stated the matter thus:

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" A Letter addressed to the Right Honourable F. Robinson, M.P. President
of the Board of Trade, on the Plague and Contagion, &c. &c. &c.

8^{vo} London, 1819.

" One argument more on the part of the non-contagionists now only remains to be answered: They assert, that the Dutch, who at one time carried on the most flourishing trade with the Levant, never had the plague, notwithstanding the total absence of all quarantine regulations; this is their sheet-anchor argument, their last resource, and they have hitherto availed themselves of it, not unsparingly; why it has not been answered before cannot be imagined: but from the records I have consulted, and from a conversation with a person holding a distinguished situation under the present Dutch government, (which is the secretary of Baron Fagel) I am enabled to give the following explanation of this apparent anomaly, and thus, I hope, disarm completely the enemies of some of the most useful and beneficial institutions to humanity. The Dutch Republic, from the time of their embracing the Levant trade in 1612, were constantly at war with the Barbary Powers, and thus, with regard to that nation, one great source of importation of the plague was done away with from the impeded communication with the coasts of Africa. This continued state of warfare, and the dangers to which it exposed the Dutch vessels to and from the Mediterranean Seas, necessarily gave rise to some regulations, the drawing up of which devolved upon a Chamber of Directors of the Levant Trade, appointed by the States General. On looking into the "Groat Placaat Bock, 1 Deel," fol. 907, where these regulations are detailed at full length, we find it enacted, that no Dutch vessel should be allowed to proceed to the Mediterranean unless properly armed and prepared for defence; and moreover, that they would not be received into any of the ports of Holland when coming home from the Mediterranean, unless they had come under the convoy of a man-of-war appointed for that purpose. Heavy fines, and the forfeiture of the freight, were imposed upon all defaulters. The port of Leghorn was, with the permission of the Government of that country, selected as a rendezvous for the convoys previously to their leaving the Mediterranean, and every vessel from the Levant was obliged to repair thither for that purpose. Now it must be evident to every one, that besides the object of protecting their own vessels from the pirates, the Dutch Government had in view, when they legislated in this matter, their performing a sort of quarantine at the place of rendezvous, which has been famed in all times for its admirable and strict regulations on the subject. By this practice they freed themselves of all dangers of imported contagion, and of the embarrassments naturally arising from quarantine establishments at home; while at the same time the Government at Leghorn could not but see with satisfaction the execution of a plan calculated to bring more wealth into its territory. But even supposing that the Chamber of the Levant Trade in Holland had never thought of this second useful deduction from their regulations respecting the Turkey Trade, still the fact would not be the less true, that Dutch vessels performed a quarantine of more or less duration previous to their free communication with Holland, although that quarantine was performed abroad. It is natural to suppose, that if any plague case had happened, many of the vessels during their stay at Leghorn, or in the course of the voyage home, under convoy of a man-of-war, such vessel would have been kept segregated in either case until purified, either at Leghorn, or in its way home, by the commanding officer, or in Holland, by the proper magistrates deputed for that purpose; nor was there any great chance of concealment, as no vessel was suffered to come home alone from the Mediterranean; but there is another circumstance tending materially to the elucidation of this same point, and that is the strict injunction under which the Dutch consuls, settled in every part of the Levant, acted with regard to vessels of that nation sailing from thence for Holland. By a law of the United Provinces they were directed to withhold what was called *le passeport de Mer*, from any vessel preparing to quit a part in Turkey where the plague was raging at the time of their taking in their cargoes, and without these passports they were neither safe in sailing through the Mediterranean, nor were they admitted into Holland. All these facts would amply explain the unfrequency of the plague in Holland; for as to the occasional occurrence of that disease in that country, none but those who have never read the general history of that contagion can deny that the want of specific quarantine in Holland did not proceed from any incredulity, on the part of the Dutch, in the doctrine of contagion; the institution of pest-houses such as had been in erected in England under and before the time of James the

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First, during the prevalence of plague, sufficiently proves; one of those establishments is still in existence on the island of Rozenbergh at Rotterdam, within which any case of plague, or other contagious disorder which has happened to make its appearance at that town is instantly confined. However careless the Dutch may have appeared in regard to quarantine laws, from the total absence of any specific regulations on that subject, and lazarettos, (an inference which by the by I have shown cannot logically be drawn from their conduct,) it is no less curious than true that within these few months instructions have been forwarded to this country by the Government of the Netherlands to collect and communicate all useful and positive information tending to form a code of quarantine laws to be forthwith established in that kingdom."

It must not however, be supposed that Holland has always been without quarantine regulations. I have now lying before me the circular of the Dutch Minister of Marine dated Gravenhage den 21^{sten}. Maast 1817, to all the commanding officers and superintendents of the various seaport towns in the kingdom of the Netherlands, confirming and even extending certain regulations respecting vessels coming from the Levant; or any other place where infectious diseases may reign, and ordering such vessels to perform quarantine. These regulations were first enacted about thirty years ago, under the Staats Bewind der Bataafsche Republiek; and they are nearly similar to those which are generally adopted in every port in Europe. There are also full instructions to the different officers for their conduct with regard to vessels and cargoes from the Levant; with the mode of examining, purifying, insulating, &c. &c. See *Instructie voor de Geneeskundigen belast met de visitatie der Schepen, &c. &c.*"

Are you aware that the regulations to which you have referred are in practice in Holland?—As far as my knowledge goes.

But you have no information upon that point?—None, except that which I have read. I have never been subjected to them myself, or visited any of their lazarettos.

You have no knowledge that such regulations are in practice?—I believe they are; I have every reason to believe it, but I have not seen the thing myself.

To the best of your belief, on the information you have attained, in which you have every reason to confide, quarantine regulations do exist in Holland?—I have every reason to believe so.

Have you any knowledge but that which that book gives you?—None but that which appears to be founded on documents referred to in my work.

Did Baron Fagel, or his secretary, inform you that those regulations are in existence?—I have fresh in my memory the impression, that on my stating to the secretary that I understood they had no regulations, he informed me that I had been misinformed; that they had as much regulations as any other maritime power; and he referred me to the documents which I afterwards copied into my book, and have read to the Committee.

In the instance to which you have referred of a person communicating the plague without himself showing it, how was the fact ascertained that he did so communicate it?—There was no doubt of the fact; it is to be presumed that the individual in question was not in a proper state of susceptibility.

Is it possible for a person to communicate infection without being affected himself?—Quite so; by apparel, for instance, though his person be not affected by it; owing to not being possessed of that pre-disposition which is requisite to the breaking out of any disease.

Such a circumstance has been known?—Certainly; and that is consistent with all the laws that govern the development of contagious diseases, and with which all medical men are acquainted.

You have spoken as to your opinion of the relaxation which might be adopted as it respects passengers and goods; are you not of opinion that the quarantine regulations here might be greatly relaxed?—Decidedly so. I have given my opinion that they ought to be looked into, simplified, and greatly relaxed.

As you are well acquainted with Marseilles, are you aware that the quarantine charges there are very materially less than they are here?—And so they are in every other port of the Mediterranean: I have the tariffs, I believe, of almost all the ports.

The English charges are in the proportion of twenty-five to fifty times as much as they are here?—Yes; decidedly.

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At Marseilles silk pays about 1s. 8d. on the 100*l.* sterling in value?—I cannot so well answer these questions, not being myself a merchant; and having directed my examination to the physical and medical question; but I have got the tariffs of all the ports, and have no hesitation in answering the question generally, that the duties of quarantine abroad are very considerably under those which I find stated in the Act of Parliament and Orders in Council.

At Marseilles the same precautions are used as in England, are they not?—I have stated generally that the Orders in Council, and quarantine regulations here, are nearly a *fac simile* of those abroad, except as to execution and management; and with the exception also of the fact stated by the Committee, that persons are released immediately on a vessel coming in with a clean bill of health. The establishments abroad appeared to me, as far as I have seen them, and compared them to the quarantine establishments in this country, to be much more minute, to have considerably more officers, to bear a great deal more appearance of establishment and particularity, and yet to be decidedly carried on at a much less expense, although with a greater apparatus for punctuality, and severity, and strictness, and the repetition of every minute operation laid down in the regulations, which I understand are evaded frequently here.

You are of opinion, probably, from the efficiency of the establishments abroad, that the expense here to attain the object might be materially reduced?—I should certainly answer in the affirmative.

Have you seen the establishments here?—You have no establishments here; there is the *miscarried* project of Chetney Hill, and the floating lazarettos at Standgate Creek, and other places: these ought to cost nothing, as they are good for very little more. The three lazarettos at Leghorn, including the magnificent building of that kind, of which I have here a plan, presenting the accommodation for three or four hundred passengers besides their crews, and room for receiving an entire cargo out of several vessels, and displaying it, so that persons willing to purchase it can have an opportunity of inspecting it while under quarantine, do not cost half the expense of the floating establishments in this country, if I am rightly informed.

Abroad, a cargo of cotton is fairly thrown into a heap, is it not?—No, not the whole of it, a great proportion only of it. The regulations are, that immediately on a bale being put under the shed or tezzazo, as they call them at Leghorn, a longitudinal slit is to be made from one end to the other, and a certain proportion of cotton taken out and laid by the bale. Then the porters or expurgators introduce their hands in every direction, which is not so much for the purpose of airing, as for detecting whether contagion be present by the effect it would have, and is known to have had, in several instances at Leghorn and Marseilles, on the expurgators. This is done for twenty days; the cotton is then replaced within the bale on that side; the slit is again sewed up, and the bale turned on the other side; and the same operation performed for twenty days more.

Here the practice is merely to slit open the sides, and for the expurgators to thrust their arms in; but without taking out any part of the cotton?—Yes; and I suspect it is not done so minutely, or so frequently; for there is very little vigilance appears to take place here on that score.

Are you not of opinion that the probationary airings very frequently injure the cargo, conducted in the imperfect manner in which they must be in the floating lazarettos?—In the floating lazarettos, decidedly. There ought to be a land lazaretto, in which goods should be aired, and in which it might be done more effectually, and in less time.

You think it is not done effectually at present, if it is at all necessary?—Just so.

And yet the cargoes are subject to injury from weather?—They must be sometimes, if they are exposed in the manner I have seen it, and heard it to be done.

When you refer to the list of the second class of goods, do you think it is necessary to consider them as liable to infection in any degree?—I think most of the second-class goods are not liable, and may be delivered immediately.

What are the exceptions?—Opium; opium is covered with large leaves of a plant, with a great deal of hair upon it, and that has always been an article which has been looked upon, in consequence of that circumstance, with considerable jealousy, by the officers of health abroad; with respect to senna also, the stalks are frequently plucked, and a good deal of the filaments remains attached to them, and that might convey infection; but those, seriously speaking, are trifles, which were pretty well excusable when those laws originated among nations that were in daily contact with

with plague, but which cannot well be regarded as important in this country, so distant from the source of contagion; at all events the quarantine should not extend to the space of thirty days as stated here.

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With the exception of senna and opium, do you think the rest may be delivered immediately?—Yes; but I think these things should not be done abruptly; for it has been the practice of other nations for the last 150 years to follow the very laws which this country is called upon to modify; and it must be borne in mind, that in proportion as you relax with regard to foul or clean bills of health from Turkey, and even America, so will the other European nations, particularly France, include you in their laws of quarantine; so that were you to abrogate those laws, all goods and vessels from England would have to undergo quarantine of some extent, even on proceeding to Calais; I may instance Gibraltar and the Ionian Islands; the relaxation with which vessels from the coast of Previso in the latter place, and from Barbary in the former, are received, has induced the Tuscan, Austrian, and French governments, to order seven, fifteen, and twenty-one days quarantine for vessels coming from Corfu, and Zante, and Gibraltar; so that in legislating here, the King's Council will have an eye to the counter measure that foreign nations might adopt in consequence.

Do you think that the relaxation in this country would induce foreign countries to make more strict regulations respecting English vessels?—There is little doubt of it; particularly with regard to the Levant, and to ships from Spanish America, such as the Havannah, &c.

With respect to goods in the second class, which may be in your opinion delivered immediately, should they undergo any process of fumigation previously?—Most of them cannot be fumigated without injury; I should think, after being exposed to the air for one third of the time now required, they may be sent ashore, provided they are not sent from the ship, but sent to the lazarettos. Goods have been allowed to perform airing on board the very vessel which has brought them; and though they may, during such airing, divest themselves during that process, of ten, or twenty, or thirty days, of any infection they might possess, they may regain infection from touching any fresh part of the vessel not yet properly purified, supposing it contained contagion.

Are you aware of the amount of the quarantine charges which exist in Holland, as compared with this country?—I know nothing practically of the mode of the operation as to quarantine, and much less of the expense in Holland.

Do not the packages in which the second class goods come render them liable to quarantine?—Yes; many of those goods are delivered abroad immediately, provided the importer will consent to their being passed into other chests or baskets.

Are you aware of the time that goods with vessels with clean bills, with what are considered susceptible goods, are detained at Hamburgh or Elsineur?—No, I am not aware of the practice. A new source of infection is now opening to this country by the rapidity with which very large quantities of cotton are and will be imported from Egypt. This is also the case with regard to Trieste, Leghorn, and Marseilles. It appears that upwards of ten millions of pounds weight of cotton have been grown in the last year in Egypt, though this be only the fourth year since the first introduction of the plant from the Brazils, by a Frenchman of the name of Jumel. One fourth of that quantity has gone to Marseilles, and another fourth share between Leghorn and Trieste; and I understand that a pretty large proportion of it has come direct to Liverpool. I should look upon such an importation with a very jealous eye; if the plague is to come at all, it will come direct from Egypt, and in precisely such goods as cotton.

Are you not of opinion that if those goods were permitted to come direct from Egypt to Holland, with very little detention and very little expense, and if they are subject to great expense and great detention here, we are very likely to lose a great portion of that trade?—Decidedly so. There is no doubt that money may be lost; but at the same time, if Holland chooses to relax it is at her own risk; and I have no doubt, that if nations disregard, with respect to the cotton from Egypt, the quarantine regulations, they will subject themselves to very imminent risks. But then I hold that the safety of the subject is of much more importance than the inconvenience sustained by the detention for the performance of quarantine.

Are fruit, or grain, or seeds, liable to communicate infection?—No, they are delivered immediately abroad on being passed through what is called the Gorna

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con-punte, which is a sort of grating with hooked points intended to stop any piece of rag or cotton wool which may be among the grain.

If they come to England with enumerated goods they are detained fifteen days; do you think that at all necessary?—With fruit that is unnecessary, provided the basket be changed. The practice abroad is, that if the basket is changed the fruit is delivered immediately from the ship without going through the lazaretto.

Is not that inconvenient?—No, I think not; persons importing fruit know what they are to do beforehand, and they have them delivered in that manner.

Do you know any instance of plague having been imported by land recently?—I know a case of plague having been imported by bales of cotton from Smyrna at Grassenbergh in Silesia, in April 1819, when the disorder was checked by insulation.

Did any deaths ensue?—The disease was first manifested by the deaths.

If it is necessary to preserve the quarantine regulations, is it not expedient to enforce the quarantine regulations for passengers by land much more strictly than is done?—Decidedly so. There is another anomaly in that respect, in the quarantine laws of this country.

Is that anomaly peculiar to this country?—It cannot be called peculiar to this country, for in fact the danger is past when passengers from Turkey arrive by land in England. They must pass through other countries by land; but as far as my knowledge goes, on the part of Austria a certain length of quarantine is performed by land travellers.

Do you know how it is in Marseilles and Leghorn?—There they must pass through their respective territories first; they can only arrive direct by vessels.

This country is still more remote?—Precisely so. At Marseilles there are no regulations for land travellers: the regulations are in force on the frontier. There are regulations on the frontiers of France, not only with regard to plague, but with regard to any epidemic disease which occurs in any part of France. Such an occurrence becomes the subject of an immediate local law, imposing a quarantine even from department to department, from one province to another.

Do you know an instance of any person detained by the quarantine regulations of Austria on the frontier in coming from the East?—I cannot take upon myself to say that I am personally acquainted with any. I heard, when I lived at Constantinople, of persons taking into their consideration in travelling by land that they would be obliged to perform a sort of quarantine; but no individual case of its having been actually insisted upon has come to my knowledge, but I have no doubt that, from the strictness with which the Austrian government requires the performance of the quarantine laws at Trieste and other places, that they would enforce them most strictly on the land frontier in case of existing contagion.

With respect to susceptible goods with a foul bill; how long do you think the goods should be detained?—If the foul bill announces the existence of the plague in the place from which they are embarked, the length of quarantine would depend upon the length of passage, or the occurrence of any disease on board the ship during it. Taking a passage from Smyrna, for instance, of twenty days, I should say, that where contagion was declared to exist in the place, particularly if it is marked to exist to a great degree (which has been occasionally the case at Smyrna and Constantinople and other parts) and supposing no accident to have occurred during that passage, I should consider forty days more to be quite sufficient, including the probationary airing.

Supposing you were to include the passage in calculating the time, what length of time would you think would be safe when no appearance of plague had taken place during the passage?—I have said rather not including the passage from positive appearance, for it is a fact that no reliance can be placed on what even the best disposed of masters of ships can state, as to occurrences during the passage. These occurrences must be watched for in lazarettos, and I should say, that the longest period for it would be forty days, including probationary airings.

Supposing a vessel came from West Barbary, which would be a much shorter passage, the quarantine would be much less than from Smyrna?—In that case, if there is a foul bill of health, I should say forty days, not including the probationary airings.

Supposing the passage were in one case ten days, and in the other thirty?—I would take an average passage to include so much that it shall be no less than twenty days; and if less, I would add the difference to the quarantine in that case.

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You would put as the minimum sixty days from the time the vessel left the port?—Yes, if it be so understood that non-occurrence of any disorder takes place by the way. In Marseilles, if a death occurred, even under common circumstances, in the lazaretto at the time of the performance of quarantine, the quarantine begins again for the remaining passengers as well as for the goods. It begins *de novo*, and the time elapsed is not counted.

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From whatever cause the death?—Yes, that is the regular mode of that port. Such a practice is unnecessarily strict, in my opinion, having myself performed quarantine of forty days in two places, and of twenty-seven days in Corfu, and having examined into their practices and processes, I found that much more was done for the purpose of quieting public apprehension than for any actual physical necessity which was believed to exist for any such strict and extensive regulation.

You have stated that they have relaxed the quarantine laws in our possessions in the Ionian Islands?—I did not say that they had relaxed, but that they had always been considered as too lax by other neighbouring nations; when, however, the plague entered Cephalonia and Corfu, Sir Thomas Maitland ordered a quarantine of much longer duration: whether that is the case now, or not, I cannot tell. At the time of my writing the book on contagion I took an opportunity of informing myself, by documents furnished to me at the Colonial Office, and I found that the quarantine was so relaxed from the coast of Barbary to those islands, compared to what it was at Venice, that at Venice they had in consequence subjected the vessels from the Ionian Islands to a quarantine.

At what time was the plague brought into Cephalonia and Corfu?—In May 1816 into Cephalonia from Albania, and in December 1815 to Corfu from the same coast.

When was it last in Venice?—It was in the lazaretto of Venice on the 20th of October 1818; I became acquainted with the fact before I myself examined the lazaretto in 1819, in consequence of seeing the despatches communicating the fact in 1816 by Mr. Hoppner. In visiting the lazaretto, I had the whole of the details given to me by the physician. The occurrence of plague at Noya is one of the strongest instances of importation we have had since the great plagues, because it extended to a great number of individuals. That event took place the 21st of October 1816. At the period in question there appeared to have existed a constitution of individuals highly susceptible of contagion, and a great prevalence of pestilential affection along the coast of Albania, whence it made an irruption in Cephalonia, Corfu, and on the East coast of Krajdoa and Naples, in Noya, where the communication was the most frequent from that coast. It is proved by all travellers, and the reports of magistrates of health, that the plague was raging then at Durazzo and other places near it to a great extent.

You are decidedly of opinion, that sheds on shore are superior to vessels for the purposes of ventilation?—Decidedly so. In the lazaretto at Leghorn, a plan of which I have taken, there is a large space in the centre of the buildings, under which goods are aired, from whence the goods may be seen, so that they may be disposed of even while undergoing quarantine, and thus the restrictions on commerce which exist there are thereby in some measure diminished. Such a thing cannot be done on board ship. I should doubt whether there might not be a lessening of expense by having only one principal lazaretto. France has only, properly speaking, one lazaretto for the whole of her empire; and in Italy, Leghorn is the principal station on that coast, while Venice and Trieste serve for the whole of that tract of the Mediterranean; whereas here the lazaretto stations are multiplied considerably, and, I think, without at the same time benefiting the trade in proportion. The directing them to so many particular ports is unnecessary; vessels coming from infected places, particularly the Levant, cannot be very numerous, and they might be directed to two or three specific ports, instead of sending them west and east to the great risk of quarantine being broken in the mean while; Liverpool, Bristol and London are the stations to be selected.

Do you state that there is only one lazaretto in France?—There are lazarettos in all parts, but there is one principal lazaretto, namely that of Marseilles; and it is proposed to make one lazaretto on the western coast for vessels coming from America. The vessels at present subject to quarantine are directed to repair immediately to Marseilles. Indeed this is so well known, that the masters proceed there as a matter of course, a circumstance which has tended to make that port the emporium of the Levant trade.

Jovis, 15^o die Aprilis, 1824.

The Right Honourable CHARLES GRANT, in the Chair.

Ralph Green, Esquire, Called in; and Examined.

*Ralph Green,
Esq.*

(15 April.)

WHAT is your profession?—Medical.

Have you had opportunities of seeing the plague yourself?—I have.

Will you state where and in what capacity you were at the time?—The first time I saw it was in Egypt, during the first expedition under Sir Ralph Abercrombie. I was then inspector of field hospitals. The next time was in 1813 in Malta, where I was the principal medical officer and inspector of hospitals.

For how long a time were you in Egypt?—From the 1st of March until hostilities had ceased in the country; 8th of March to the 22d October 1801.

During what time was the plague prevailing there?—I have no exact document about me to show, but I think the first cases we had in the army were either the latter end of April or the beginning of May. I was in the camp before Alexandria until the place surrendered; its first appearance was at Aboukir: we had established hospitals there for the wounded, and it appeared among the wounded men in the first instance; and some of the wounded men who had recovered came to join the regiments in the camp, and some of these were taken ill of the plague in the camp: the latter were the persons whom I saw myself in the first instance.

Did it spread in the camp?—No, they were separated immediately: we had spring cars for the purpose of conveying them to the pest establishment at Aboukir. Every thing that belonged to them, even their clothes, accoutrements, tents and blankets were instantly burnt.

There was no further appearance of it in the camp?—Excepting when individuals escaped from the pest hospital, and found their way into camp, or introduced infectious clothing from thence. It never spread: the first case was in the 28th regiment, commanded by Colonel Paget.

At what distance was the pest house to which they were removed?—About eight miles.

Was that established by the English?—Yes; it was for the purpose of separating the infected part of the patients in the hospitals at Aboukir from the others.

Was the disease mortal?—Very; it is always a very fatal disease; nine out of ten die on an average to the best of my belief.

Were there many died on that occasion?—Yes, a great number. In Sir Robert Wilson's book there is an account of the number, I think not above three hundred, but I cannot speak with exactness from memory: there was a book written by Mr. Walsh, Sir Eyre Cootes' aid-de-camp, perhaps the most correct in the details of that description.

It did not re-appear after it was once cured?—No, except from fresh cases coming up. There was one, a very strong instance of fresh infection: when the plague first appeared, there was great difficulty in getting nurses to attend the sick; most of the women refused to act, but, however, necessity had no law, and there was an order given that they should draw lots who were to go and do duty in the pest hospital, and among others whom it fell upon, was the wife of a Mr. Taylor of the fifty-fourth: she went to the pest hospital and died there, her husband afterwards managed to smuggle her clothes back into the camp, and himself, and either two or three of his sons, died in consequence.

What were the circumstances of the plague in Malta, its origin, and its duration?—I think the vessel that first brought it there arrived on the 28th of March 1813; it came from Alexandria.

Was the plague on board the vessel?—It was; two men, Maltese sailors, had died on the passage. The major part of the crew were natives, not exactly of Malta, but of the neighbouring coasts, consisting of twelve men altogether; they had been a good deal in the Levant, and were very much alarmed on the death of the men, knowing the fatal consequences of the plague, and refused to go down below, and slept on the deck until the vessel entered the port of Valletta.

Were the two men dead before the vessel arrived?—Yes, they died on the passage.

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There was no appearance of plague in the vessel when it reached Malta?—There was no appearance; the hatches had been nailed down by the crew, and every thing was battened down; they had lived several days on nothing but bread and water, such was their panic; the captain of the ship and a Maltese lad had assisted their two countrymen, who died during their illness; those two men were landed in perfect health in the lazaretto; I saw them myself; I was one of the number of the Board of Health that went to take examinations from those men; the captain remained well for two or three days, and then he sickened, and he died with most decided marks of the plague; then the other Maltese sickened, and he died with similar appearances of plague. In the lazaretto the crews, &c. are carefully separated, according to the state of suspicion in which they are; a person living in the same house, but not in the same room, would not be placed with a person who first communicated with an infected individual; he would not be put in that degree of danger; eight of the crew were foreign sailors; I believe, Albanians, Ionians, and Greeks.

What steps were taken by the government when they understood this vessel had arrived?—There were two guard boats placed upon her, one at the bow, and another under the stern; it was known there was a sum of money on board; the guard boats were to prevent any person boarding her, and breaking open the vessel to get possession of the money, &c. &c.

How do you suppose the plague was communicated to the population of the island; by means of those persons, or by the goods?—By means of goods, I have not the smallest doubt.

Will you state in what capacity you were appointed by government to act upon that occasion?—Mr. Eton was the superintendent of health in Malta in 1802, and remained there some time; he left the island about 1803. Sir William Franklin was then inspector of hospitals in the Mediterranean, and was requested by Sir Alexander Ball, then chief of the government, to undertake the duty of Mr. Eton. This Sir William did, but without any nomination, as acting, or any interference with the charges, or money; this duty he performed gratuitously, until he left the island in 1806. Sir Alexander Ball then made the same request of me, having succeeded Sir William as senior military medical officer, which I willingly consented to perform upon the same terms, and acted for upwards of five years; in fact, until Mr. Eton was removed, and another superintendent appointed and arrived to take upon himself the duty; afterwards I continued a member of the Board of Health, without any responsibility further than such a duty imposes when accepted.

How long did that plague continue?—I left that country in the beginning of 1814, and joined the army in Spain; the last case that I visited was the 25th of September, but I know that it continued some time longer in one of the little towns, (Casal Forni,) and afterwards rather extensively in Goza.

The mortality was very great?—The mortality I have registered to the above period is 4,439, but I have no doubt 1,000 might be added to the number, as Goza was afterwards attacked, and I have heard that island lost 7 or 800 people out of its population. I should say, 5,000 to 5,500 for the whole population.

Are you acquainted with the quarantine regulations in the Mediterranean?—I know no others except those of Malta, but I believe they are nearly the same every where. I have been some years in the West Indies since that period.

Are you acquainted with the quarantine regulations in this country?—I have not looked at them lately, but I have done so formerly. I never was where the quarantine is performed in England.

You are aware of the general rule respecting the detention of vessels, and the number of days they are liable to be detained?—I am, according to the printed regulations.

The Committee are anxious to know whether it is possible to retain all due precaution, and at the same time to diminish the inconveniences which result from the detention, does any thing occur to you upon the subject?—I have thought much upon it, but I should be very sorry to suggest any thing upon the subject, with a view of or tending to lessen precautionary means being rigidly observed.

Do you know whether the quarantine at Malta occupies a longer time than in this country?—I should think not, but they have no quarantine establishment in this country to be spoken of; they have no places for airing goods of sufficient dimensions.

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You think that a floating lazaretto is not sufficient?—No; they have an excellent lazaretto at Minorca, and so they have in Malta; large buildings in distinct pavilions. The pavilions at Minorca are built of wood and jalousied, where a current of air passes through and over every thing; within, the goods are piled on platforms perfectly defended from wet, but fully exposed to the atmospheric air.

How is it at Malta?—They are in warehouses very open, and have large windows; the only thing against the lazaretto at Malta is, that it is in the neighbourhood of a dense population, which is very ill-judged; but it is there, and it cannot be avoided now.

Is not that the case at Leghorn too?—I was never at Leghorn.

Do you consider the plague as contagious?—Most decidedly so.

Do you know into how many classes the bills are divided in Malta?—There is the foul bill, and there is the suspected bill, and there is the usual bill from suspected countries; the first is forty days after landing the cargo; the next is thirty days, that is, the strongly suspected, coming from Alexandria or elsewhere four or five months after the plague had ceased; they would still be considered as strongly suspected, for no dependence can be placed upon the reports from those places, there being no English medical man settled there to assist the consuls. For the third, they always give twenty days from the Levant and Barbary; but they are not obliged to land the goods, only to open the hatches, bringing a part on deck, &c. &c.

That is a suspected bill also?—Yes, the whole coast of Barbary was always suspected, and I have no doubt still remains so.

A foul bill is where the plague rages in the place at the time of the departure of the vessel?—Yes.

What is the process in that case?—The process in that case is, that they must go into the quarantine harbour, and (to the best of my recollection) I think the regulation is, that they must be in the harbour twenty days before they are allowed to land their goods, with their hatches open; the principle is, for fear of people who handle the goods without some previous airing being infected.

Are the goods aired during that time?—They are merely aired as above, by opening the hatches and letting the air go in freely, probably they use windsails (I am not quite clear that the latter are employed,) this is previous to their being allowed to land their cargoes. A *guardiano* of the *sanita* is always on board to superintend, and to prevent any illicit communication with the inhabitants.

They are not brought on deck?—No, certainly not, excepting a small part.

Are the packages opened?—Yes, when they go to the lazaretto, not before I think.

They must remain twenty days in that situation?—I believe that is the number of days, it is there or thereabout I know; then the goods are carried to the lazaretto, and the crew of the ship have nothing to do with them after landing the cargo, they are separated from it, some of the number may however be employed as expurgators.

How long are the crew detained?—The crew perform forty days, they commence on the day that the cargo is separated from them, and I believe without any diminution of that period. The Board of Health, in cases where there is no *strong* suspicion, generally take off two or three days from the length of the quarantine.

That is if there is no appearance on the passage?—If there was no appearance on the passage I believe the Board of Health would not be unnecessarily strict.

How many days are the goods aired in the lazaretto?—Forty days, making sixty days in all.

A strongly suspected bill is in case of the plague having been recently in the place?—Yes, and the principle of this is that the English consul, or the English minister in Turkey, Egypt, &c. can only depend upon the report of Greeks and renegado Italian medical men who reside there, who would say any thing most favourable for the interest of their employers; in general, I mean their reports are not to be depended upon.

You are speaking of Egypt particularly now?—Yes, and all the Greek Islands.

What is the process with respect to vessels of that description that come with bills strongly suspected?—They would be treated as if the bills were foul, with the exception of two or three days grace; the restriction on the passengers or crew would be diminished if separated from the cargo.

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They go through the twenty days previous airing, and the forty days afterwards, except with the little deduction of three or four days?—Yes.

Are the crews subject to the same restriction?—The crews are just the same, they get a certain number of days grace; probably if it was six months after the disease had ceased at Alexandria, the Board of Health would venture to allow the crew to be liberated at the end of thirty days.

You are not aware to what extent the strongly suspected bill goes?—The strongly suspected is nearly the same as the foul.

Are you certain what absence of infection is necessary to make it a slightly suspected bill?—I think there is a regulation on that head, but I can speak only from memory, I think it is eighty days, forty clear days after the last case of plague has occurred, and then forty clear days afterwards, before they can be admitted to be suspected, all the intermediate eighty days is foul; but if the consul grants a certificate that the two quarantines have elapsed, then they give merely a Levant bill as they call it, those countries being always in quarantine of twenty or thirty days.

If he should say that it has not made its appearance for three quarantines, it is merely suspected?—Yes: which they are at all times.

What is the process they undergo in that case?—They do not discharge the cargo unless they wish it, or are consigned to Malta; if they are going to another place they open the hatches, but they are not obliged to bring the goods on deck to the best of my recollection.

Under what restrictions are the crew placed?—They are obliged to remain on board with a guardiano for the twenty days that the quarantine on the vessel lasts, that is twenty days after the officer of health is put on board.

After twenty days the vessel and crew are liberated?—Yes, and they get a clean bill of health, and go out or communicate with the shore.

Is there a fourth class of bills of health, the clean bill?—I do not recollect that there is any other bill than those three.

Twenty days is the shortest time for any ship?—Yes, even a ship of war; but the ship of war is allowed to reckon from her departure from Turkey, or the ports of Barbary, being under discipline, and having medical men on board, and having officers whose answers can be depended upon.

Should you think it necessary to take the same precautions in this country as in the Mediterranean?—No; the length of voyage makes a material difference; and I think it is not very probable that a ship would arrive in this country with any part of an infected crew alive. If I recollect aright the San Nicolo was only ten days from Alexandria to Malta; but we had an English brig, the Nelly transport, which came about the same time from thence infected; she had articles on board not considered as susceptible, wheat; in the other infected vessel there was a mixed cargo, flax and cotton, and other things; there were two men ill on board the English brig.

You are aware of the classes into which goods are divided by the quarantine law?—I am; it has frequently struck me, that if they were better packed than they now are they might often avoid quarantine: they pack things that are not considered susceptible themselves in susceptible packages, that is coarse linen or matting; wood would be unexceptionable, but there is one thing against packing them in wood, that there is literally no wood on the coast of Alexandria, nothing but fruit and date trees and hedges. I allude to the neighbourhood of Alexandria.

Will you refer to that list of class the third, and say how many days you think it is necessary they should undergo quarantine. The first is dried fruits; supposing a vessel came with a clean bill of health, with a cargo of articles in the third class, should you think it necessary to detain them beyond the time of sending a report to the Privy Council and the order for a release?—I should think, with a clean bill of health, there would be no necessity for a longer detention; the only fear is imposition, for the law of quarantine is so very severe in lazarettos, that a serious breach is death.

How would there be imposition as to the cargo?—The imposition is, that the consul who gives the certificate may be imposed upon, for he must go on the report of others; he cannot ascertain the exact state of public health himself, particularly in a Mahometan town.

Then you would not much rely on a clean bill of health?—I should not; I think the precaution of twenty days in observation is a necessary detention, to prove satisfactorily

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satisfactorily that the crews are free from contagion, particularly coming from Smyrna or Alexandria.

Do you think a vessel coming to this country with a clean bill of health, and without strongly susceptible articles, should be subject to a twenty days quarantine?—No, I do not; because of the length of the voyage; and she passes a kind of ordeal probably at Malta or Gibraltar.

Is there a regular lazaretto there?—Not at Gibraltar.

Is she subject to examination there?—Yes; such is my information.

Supposing she was found to have any suspicious circumstances; what would be done?—She would probably be sent to Minorca, to Malta, or Leghorn, which ever she pleased to go to; in such a case as that, the lazaretto at Malta I think is a very excellent one, but it is very badly placed: the objection is to the situation—close to a dense population.

Will you have the goodness to refer to the second class of goods; should you think it necessary to class them as susceptible?—I decidedly do not see more than one article here that I would class as susceptible, if packed in unsusceptible articles.

Which is that?—Cork, being rather spongy, which is the only reason that I would class it so.

What is the manner of loading ships in the Mediterranean, in Alexandria, and Smyrna?—The crew are not allowed to take any part in the labour during plague. I am speaking of English ships, or ships that are under English protection.

It is the English regulation that prevents that?—Yes.

It is the duty of the English consul to see that the English crew do not interfere?—Yes; and that the cargo they take in there is to be brought on board by natives, and stowed away by them in the hold of the ship.

Is that the case when the plague is raging?—Yes.

The plague may be raging in those parts of the country from which the cargo comes, though it may not appear in the port from which the ship takes her clearance?—Yes.

In that case, what bill is given?—If the plague is at Cairo for instance, which is 100 miles from Alexandria, a foul bill is given at Alexandria, where the ship clears out.

It is a very great security against the importation of the plague by English vessels, that the English crew do not take a part in loading her?—Yes, it is; one of the vessels that came down to Malta infected, was a transport that had been sent for a cargo of corn, I believe, to carry to Spain for the use of the army. Corn is not considered as a susceptible article, after being passed through a large sieve which they have in the lazaretto for cleansing it from dust, and any pieces of rag, cotton or linen, these are destroyed; and the corn is exposed for a certain time, and then reloaded or taken to the granary.

With respect to articles of the first class, do you think that there are any of those that might be removed from that class?—No, I do not think there could; here is one article, strings of coral, it is the string which renders it necessary to place it in the first class; here are also brooms and whisks. I do not know what articles are meant here. We send infectious matter from this country to the East and West Indies preserved on an article which is not in itself infectious, for the cow pox and small pox, but the air is not admitted; in fact, there is no material that is not capable of conveying the infection of plague, if it is kept in a close place secured from the action of the air.

You are therefore of opinion that every description of cargo should be exposed to the air before it is allowed to come into use?—Yes, most decidedly. It should be recollected the plague has not been in this country since the year 1665, and I believe we owe it entirely to the quarantine laws.

Are you of opinion we owe it entirely to the quarantine laws?—Most decidedly, I am.

Those laws are not very strictly enforced, are they?—I cannot say any thing as to the execution of the laws in this country.

You have never heard of any instance in which the expurgators, or any of the persons employed in packing or removing the goods in this country, have been affected?—No, I am not aware that I ever have; but I fancy the English ships generally (at least they did until lately) performed quarantine at Malta or Leghorn.

You are of opinion there is danger from the proximity of a lazaretto to a close population?—

population?—Yes; I understand it is proposed to form a quarantine station near Liverpool. Supposing I was on board a ship at anchor in any part of the Mersey, infected with plague, what is to prevent my swimming on shore to either bank, and thus endangering the safety of an immense population.

Do not you think, if a person were to jump overboard and swim ashore, having the plague, that would purify him?—No, not in the smallest degree.

How long do you think it is necessary to retain persons on board vessels?—On board vessels I would not detain them at all after they came to the port with clean bills.

How should you with foul bills?—I certainly do not think it necessary they should remain forty days, but ought to be in the lazaretto as soon as possible.

With foul bills, after the cargo is removed, how long do you think the passengers, or persons on board, should be obliged to remain?—The passengers are generally sent ashore in the first instance, separated from the ship and crew altogether.

They perform quarantine?—Yes, they perform the regular quarantine, if it is a *foul* bill of health; if it is only a *slightly* suspected bill of health, for instance, if six months after the plague existed in the place of loading, they probably would be let off after thirty-five days; that was the practice in Malta.

In the case of cotton coming with a foul bill, what should you think would be a sufficient precaution?—In Malta they open the bags and spread the cotton out on floors on shore, in open warehouses, where it is spread out in masses about two or three feet in depth, and occasionally handled and turned, that is with foul bills.

It is not opened in the vessel?—No, there is no room.

In this country it is not usual to open them in that way, but cut them longitudinally, and the arms of the expurgators are thrust in; do you think that a sufficient test of the safety of cotton?—Individually, I should think there is more fear from the outer package than from the cotton itself.

Why should you think so?—The outer package has been more subject to come into contact with the people than the cotton inside.

The outer package is more likely to be ventilated?—Yes, certainly; and I think it is a very great question, whether it is possible that a man infected with plague can be employed as a labourer in packing. I think, after the disease is developed, it is very rarely it can happen. I mean particularly in respect of cotton, as it requires strength and exertion for such labour.

You do not think it likely that cotton, brought from a distance to the embarking port, should bring with it the infection of the labourers employed?—No; particularly cotton brought down the Nile, for every thing is brought down in large open boats: there are no decked vessels in trading in the Nile, they are, therefore, a great deal exposed to the air in coming down. I was twice in Egypt; I went with Sir Ralph Abercrombie, and afterwards with General Mackenzie in 1807. The last time at the head of the medical department.

Have you any opinion respecting the temperature of the weather, during which the contagion of the plague is or is not likely to be most spread?—As far as I know or believe, there is little or no difference as to season of the year, in temperate climes.

It is the opinion of some persons that there are degrees of temperature during which it does not prevail?—We know it has been in this country in the winter season too; we know it has been in Russia; but I think it not advisable to hazard my opinion on a subject of such real importance to the world at large.

You would not recommend a difference of precautions in the winter and the summer season?—I would not trust to any thing but the strict enforcement of quarantine regulations.

Are you of opinion that fumigation is at all useful in preventing contagion?—I am satisfied it is, for I had charge of the Military Pest Hospital myself near three months, and went in daily to visit the infected patients: this was at Malta in 1813.

What steps did you take?—Fumigated constantly with the acid gasses, procured by nitre and sulphuric acid; and I rubbed myself with oil, and wore when visiting a dress of oiled silk, which covered me entirely. I speak not of myself alone, but there were four or five medical men who each went on duty there for a month, and afterwards performed their quarantines at the lazaretto, because they slept within the hospital or near it during their period of service.

Did they all escape?—Yes.

Did the other attendants die?—No, they all escaped.

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Were they clothed in the same way?—They were. I believe this is the first and the only time that this plan of the use of oil, and wearing clothing impervious to air, together with constant fumigation in the sick wards, has been fully tried. Having been long in Malta, I was perfectly well known to most of the inhabitants; and during the continuance of the plague many came to me for advice when any thing suspicious occurred in their family, and I never refused going.

Are you of opinion that if precautions of that nature were taken, which have not hitherto been applied in this country, it would be possible to reduce the time of detention of goods and vessels; for instance, by fumigation or any other means which you could recommend?—I should be afraid to give an opinion upon the subject. As to persons, I never had the smallest dread in going into the same room with a person that was dying of the plague, with these precautions. I only went to see the soldiers in the pest hospital that were infected; they were, fortunately, not very numerous, I think not above fifty altogether, and all of them I saw. There was a very fine convent appropriated for the purpose, and there seldom was more than one patient in one room at a time, and two fumigating lamps constantly burning in excellent lofty apartments, well ventilated, with every article necessary for the purpose of health and safety; otherwise I have no doubt the mortality would have been very considerable among the attendants.

Do you think the plague can be caught more than once?—I cannot answer that question from my own knowledge; I am not aware that any individual who recovered at Malta was attacked a second time, nor do I believe there was; but I did not remain till the plague was quite over even in that island; I believe, however, that absolute contact is necessary for infection in plague; I would not say that if two people (one infected) were in a small room, or the cabin of a vessel, without contact, and slept in the same atmosphere, that the healthy would escape; but I believe the poison is absorbed by the skin on most occasions, if not always.

What precautions do you think it would be necessary to use with respect to persons on board a vessel with a foul bill?—I think it should be very well ventilated, well cleaned, and the people landed as soon as possible in the lazaretto, to prevent every chance of infection from the cargo.

After the cargo has been removed, how long would you keep the people on board?—I would not keep them there longer than the bill of health required: with a foul bill I should be unwilling to keep them less than the full quarantine, but I think the crew ought to be removed from the vessel as soon as the regulations permit it to be done; particularly if the plague has been on board.

The question refers to a foul bill without any specific symptom?—With a foul bill, without any *specific* circumstance, I do not see any necessity for removing the crew, unless there is a place to remove them into, such as a floating lazaretto.

Do you consider it desirable to separate the crew in every case of a foul bill from the vessel?—Yes; I think that on all occasions, even of suspected bills, it is desirable to take every possible precaution to prevent the importation of such a terrible scourge.

With respect to individuals, by means of fumigations and immersions in baths, do not you think they might be liberated in a shorter time than the regular quarantine?—Yes; I think they might in suspected bills receive three days grace; but I should be afraid to meddle with a foul bill at all; it might be done, but that is merely matter of opinion. I think there is *safety* in the present regulation, and that the other would be a great risk without any adequate advantages.

Do you think Liverpool would be a safe situation for a station?—I have been at Liverpool, and know that ships are occasionally wrecked in the Mersey, that is one very strong objection; there may be some parts of the Mersey where there are coves, in which the vessels might be perfectly safe when moored; but there is a dense population all round, both on the Cheshire and Lancashire coast.

Do you attribute much influence to the cause which has been assigned for the more rare appearance of the plague in this country—the diminution of the susceptibility of the people from various causes; would you rely on any of those particulars?—No, certainly not; for if they were less susceptible in this country why were Englishmen attacked in Malta.

Has it not been found that habits of cleanliness and general ease, as to diet and other particulars, are some protection against the infection?—I should think, certainly, that poverty and wretchedness of diet, clothing, &c. have their influence in producing diseases; but, however attentive, cleanliness will not save from the plague,

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plague, for the healthiest and the strongest have had it and died ; and the Maltese were remarkably clean both in person and in their houses, and far removed from want by poverty.

Your opinion is that, as to foul bills, it is more prudent to retain things as they are?—Decidedly so.

And that even as to clean bills there should be a detention of twenty days?—Yes ; the fact is, that if you give way in one thing the merchants will never stop until they get most of the restrictive regulations done away with.

In vessels coming from the remoter parts of the Mediterranean, would not you calculate the length of passage into the quarantine, in the manner they do to men-of-war in Malta?—If they were provided with the respectable crews and respectable officers that ships of war have, without very susceptible cargo, I would give them every indulgence possible ; but that is not always the case. I believe the masters of our regular traders to the Levant are highly respectable men, belonging to the Levant Company, or to honourable British merchants. I would give them great credit for what they asserted ; Greek or Italian sailors I would not depend upon.

Suppose a vessel were thirty days on the passage with a clean bill, and there were no suspicious appearances on board, should you in that case think it necessary to detain passengers and cargo twenty days after the arrival of the vessel, if she had a clean bill?—I should enforce the quarantine regulations at Malta, where the coast of Africa in the Mediterranean is always considered as suspected, and liable to quarantine of observation of twenty days ; it is safest ; but there are some towns on the coast of Africa from which I should fear less than I would from Alexandria ; for instance, Tripoli and Tunis, which are very near Malta ; the police in both places is said to be very strict ; the communication is frequent, as Malta draws considerable supplies of provisions from each.

What sort of police is it?—It is a Turkish police.

Is there any thing like a quarantine establishment?—I never was at Tripoli. I cannot say that there is any exact quarantine establishment, but there is something similar to it, and I believe the pacha of Egypt has something of the kind I have understood at Alexandria.

Is that at Tripoli established by the government or by the English consul?—By the government ; the pacha is a very intelligent man ; at Tunis also they are very intelligent people, and there are a number of Europeans living there ; consuls of most nations, of undoubted respectability.

Do you think that vessels coming from European ports of the Mediterranean, on coming from thence direct, ought to be subject to the same quarantine here as vessels coming from Barbary or Alexandria?—Decidedly not ; I should not have any fear of any vessels coming from Naples or Leghorn, or any of the continental ports. I would have perfect reliance on the bills of health which they bring.

It would not, in your opinion, be necessary to detain them beyond the time of sending up their report, and waiting for a release?—If there is no epidemic disease in the country whence they came, certainly not ; but it should be ascertained, that they have not entered into any sickly port, or communicated with any ship from such port during the voyage ; it does not strike me that there is the slightest necessity for exacting quarantine from them under those circumstances.

You are of opinion, that persons affected with the plague, so as to communicate it to others, are not in a situation to work in the loading of a cargo, and so on?—I believe they are generally, if not always, incapable of labour or exertion, when decidedly infected. The first symptoms of plague which I have observed as decisive of the disease, are, the individual complaints of giddiness, loss of strength ; if standing when examined, he frequently falls down, and has great reluctance to bodily exertion of any kind, and there is a peculiar white appearance on the tongue ; and on further examination, bubo, in an incipient or advanced state, is found (or follows within a few hours) below the groin, in the arm pits, or on the neck ; excessive debility rapidly follows, and death closes the scene ; therefore I do not think that a labourer is able to work during the above first apparent stage of plague, afterwards impossible ; but I give no opinion against such an individual being before the above period in a state to propagate the contagion.

Do you think that plague may be communicated in this country?—Yes, decidedly so ; as it has frequently appeared.

How can it be communicated by goods, if the men who load them are free from disease?—In the transit from the ship to the shore they may touch persons who are infected.

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Have you ever heard of infection being imported to this country?—Never that of plague since the year 1665; but I attribute this to the quarantine laws being established soon after that period in this and other countries, that we have not had it again in the united kingdoms.

Do you attribute that entirely to the quarantine laws?—Wholly.

How do you conceive they can have operated to prevent infection being communicated from goods, as those goods are not perfectly opened and aired?—I only speak of the manner in which it is transacted in Malta, in the lazaretto; there every thing is opened, the cotton is taken out of the bales and spread out on the floors, and left for the entire quarantine; turned up occasionally, clearing it from any extraneous substance which may be observed.

Are you of opinion that if cotton is not so exposed the precaution is not sufficient?—I conceive it is not, coming from an infected country, or one lately infected.

You are aware that that is not practised in any lazaretto in this country?—I am perfectly aware of this; at the same time, I have stated that I thought it was not very probable that cotton could be infected; I should suspect the outer package more than the cotton itself, but this is mere opinion; facts only on so vital a question should decide.

You think there is hardly any danger to be apprehended from the importation of Egyptian cotton?—I should be very much afraid to give an opinion to that effect; even if that country were healthy, as second-hand clothes are sold there which frequently may have been the property of individuals who died of plague at Constantinople or elsewhere.

You are aware of the process to which cottons imported into this country are subject; that they are not opened?—Yes.

Are you of opinion that the precautions adopted in this country, in the lazaretto, are expedient or useless?—They are expedient as far as they go, but not sufficient; they are exposed to the air in a small degree only, so I have been informed.

How are they exposed to the air?—They must be hoisted on deck to go through the process of making an opening in the side of the bag, and a man putting his naked arm in, that is exposure as far as it goes.

Are you of opinion that the mere slitting open the side of a closely pressed bag is a sufficient exposure of the contents of that package?—I am of opinion that it is not a sufficient exposure; but it is an exposure, and under *my impression* that the outer package is most to be feared, the exposure it thus undergoes must give a certain degree of safety.

Are you of opinion much is to be feared from the interior of the package? No, I am not, as I have stated in former answers; but that is mere opinion not to be depended upon.

Are you not of opinion that the landing and delivery of those outer packages is a sufficient airing?—If it is left for a sufficient time previously exposed to air, I should almost think the mere opening of the bag is of very little use, and there is another thing very much in favour of this country, the distance and the length of time passed in the voyage.

Do you think under any circumstances that infection is easily to be received in this country and disseminated?—No, I do not *easily*; the length of voyage is in favour of this country; but we send vaccine and smallpox matter to the East Indies, Mediterranean, and West Indies, in a state capable of propagating those diseases.

Are you of opinion that the quarantine laws might be dispensed with as respects ships arriving with clean bills of health, and where no circumstance of sickness had occurred on board?—I think they might, but not from Egypt; I should also except the whole of the coast of Barbary, the whole of the Mahometan countries on the Mediterranean and Black Sea.

Do you think that a ship arriving with a clean bill of health, and without any circumstance of sickness having occurred on board, it is necessary she should land her enumerated articles?—I think there is safety in it, and certainly think it would be highly advisable in all cases of strongly suspected, even Christian, ports; ships at anchor liable to quarantine, should make constant use of windsails to let air into the holds preparatory to the removal of the cargo, purifying to some extent.

The question refers to those ships as to which you have said you think there is little necessity of applying the quarantine laws; those arriving with clean bills of health

health, and without any circumstance of suspicion on board?—I should think it highly dangerous to alter the quarantine laws, or to make any alteration whatever in favour of vessels from the ports of Barbary, &c. &c.; the other part of the question is already answered.

Take the case of a ship loaded with cotton from Smyrna?—From Constantinople and Smyrna, and Alexandria, and all that coast, it is necessary.

You think that ships with clean bills of health and with no suspicious circumstances on board, should still land their enumerated articles?—I think so, it being impossible to place *implicit* confidence on the reports of captains, &c. &c. who are interested in the cargo.

Do you think there is any necessity for detaining fruit or grain in any ship?—That depends on the package. A number of articles that are in the second class, I conceive, are not at all liable to quarantine, unless from their packages.

Corn and seed are in bulk generally, are they not?—Corn and rice is frequently in matting baskets, and thread is made use of in making those baskets; the finest corn is brought to Malta in that way. In the small vessels it is brought short distances in bulk. Perhaps I might as well relate how the plague got into Malta: there was a considerable difference of opinion between the Board of Health and the Governor; in consequence the Board of Health recommended that the ship San Nicolo should be destroyed, being loaded with susceptible articles; the value of the cargo was not above six or eight thousand dollars; but, instead of destroying her, two guard boats were placed, one at the head and the other at the stern, to prevent communication: the surviving crew were all landed in the lazaretto, and she was left at anchor in the quarantine harbour for a certain number of days, without a person on board. Ultimately it was decided by the government that the owners should procure a fresh crew, and send her back to Alexandria: unfortunately it was known that there was a sum of sixteen or eighteen hundred dollars in the cabin, which had not been expended in purchasing the cargo at Alexandria, and the master and crew were so frightened by the death of two of their messmates during the voyage (of plague,) that no man would go below to remove the money on board; but there is not the smallest doubt that one of the captains of the guard boats, with his crew of guardianos, went on board, as that man, the captain, was the first who got the disease in that part of the island, and he, and most (if not all) his family perished.

Are you not aware the fresh crew that was hired carried the vessel back without the slightest infection?—I am, for I have a copy of a letter from Colonel Missett, stating that they all arrived in health, but they were during the voyage on deck, and had no access to the cargo: they went under the guard of an English sloop of war.

Do you think it can be correctly ascertained that those people never went below?—I believe it is more than probable that they would not, for they were Greeks, a description of people who had been in the habit of knowing what the plague was, and knew the consequences, and they are generally so frightened, that I am sure they would not; it was at a fine season of the year, in the month of May; it was no hardship sleeping on deck, and they generally do sleep there from choice in warm weather; they had every thing prepared on deck to make them comfortable, awnings, &c.

In fact, did any of them sustain any inconvenience?—I believe none. So I have understood. I considered it right when the vessel sailed to state the whole of the circumstances to Colonel Missett, and I have got his answer stating that the ship did arrive there in safety.

What became of the English vessel which brought in the plague?—The corn was landed in the lazaretto, and the people were separated into different rooms; there were only two men that had the disease in this vessel, (the Nelly).

Was the crew English?—Yes; the captain was a very intelligent good man; he went on deck with his crew as soon as he found that two of his men were ill: he was the only person that attended them, but neither of them died.

Is it your opinion that many of the infectious disorders that have appeared at times, in different parts of the Mediterranean, may not have arisen from local circumstances, from want of attention to cleanliness?—There are endemic diseases in the Mediterranean at certain seasons: they have what they call the malaria season, and there is a fever arising in the neighbourhood of marshes, which is extremely destructive of life, but I do not think that it is a contagious fever.

May not what was called the yellow fever at Barcelona have arisen from circumstances of that kind?—No, I think not; I have seen a good deal of yellow fever,

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and have been several years in the West Indies, where it has been my duty to attend to its origin and progress; I am satisfied that it is very improperly called yellow fever; in fact it is a fever with black vomit: there is a great confusion in terms, the common endemic fever and the marsh fever being frequently confounded with that ending with black vomit; the latter is highly contagious, the former is not. The mode I recommended for arresting the progress of the contagion, to the commander of the forces, was to encamp the men, bringing as small bodies as possible together: a rigid enforcement of this plan stopped it very soon. The same means were adopted by me in Malta, in the corps infected by plague, with the most happy results, and afterwards with the inhabitants of that island. Fumigating the hospitals and barracks was also adopted in the West Indies, with frequently white-washing the walls, &c.

Does not the country receive great protection from this disorder by attention to draining and other modes of cleanliness?—I conceive the draining a country subject to endemic fever must be rendered healthier, greatly so.

Is an infectious disorder likely to be imported, and likely to be spread in England, with the care and attention which are adopted here?—Plague has very often made ravages in this country.

When was the last?—In the year 1665. I believe the quarantine regulations were made very soon after, and they had Leghorn and Malta, Venice and Marseilles, to resort to, where there were lazarettos.

Mr. William Matthias, Called in; and Examined.

William Matthias.

WHAT is your station?—Acting superintendent of the quarantine at Milford.

Milford is a foul bill station?—Yes it is, for ships to the western part of the kingdom.

How many lazarettos have you?—Only one; there has been one sent lately to Liverpool.

Have you had many foul bill vessels?—Not lately; for the last three years there have been very few.

Can you state how many?—I believe there has been but one these three years; the Levant has been very healthy; there have been no foul bills I fancy.

When was that one you refer to?—I think about two years and a half ago.

How long have you been in this office?—I have been about thirteen months in this office; but I have been assistant to the superintendent for about thirteen years; the superintendent was Mr. Williams; he died about thirteen months ago.

Clean bill vessels also come in there?—Yes, very frequently; I left five on Monday, when I left the place.

Where were they from?—There was one from Odessa and another from Smyrna, and another from Alexandria, and another from Naples.

With what were they loaded?—Different things.

Was there any cotton?—No, not in either of them; one was loaded with linseed.

Will you state what steps you take when a vessel with a foul bill comes in?—First of all we put two guardians on board, officers from the shore; then they commence the probationary airing for six days; they take up as many goods as the deck will hold, and open them; and if the ship contains more than the deck will air well they take it into the lazaretto, and take up more for fifteen days, if the cargo should be a large one.

How many days do you keep any part of the cargo on deck?—Six days if the cargo contains more than the decks can hold at the first time, that is put on board the lazaretto, and more taken up out of the hold, and then it remains three days longer; the second parcel has only three days probationary airing, and the third parcel three days; then, if there is more than the decks will contain the third time, it is all put on board the lazaretto.

In fifteen days the vessel must be cleared?—Yes; it takes fifteen days to clear a vessel and all her cargo.

How many days is it retained in the lazaretto?—Forty days.

What do you do with the goods when you get them into the lazaretto?—Take them all out of the bales if they are in the first class.

What do you do with cotton?—We open the bales entirely, and take it out, and put it in heaps on the deck about four feet high or so.

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You actually unpack the bales?—Yes, with foul bills.

Are your lazarettos large enough to hold the cargoes of one or two vessels at a time?—We are not allowed by the Orders in Council to put more than one foul bill vessel's goods into the lazaretto at once; we never mix them.

Have you ever known more than one foul bill vessel at a time?—Yes, I have several times.

What do you do in that case?—We have had four lazarettos there; one is condemned, one is ordered to Liverpool, and another is now under repair.

What becomes of the crew of the importing vessel when the cargo is thus transferred to the lazaretto?—They continue on board the vessel for thirty days after the goods are discharged.

Then they may go?—Then they are released, and the goods continued for ten days longer on board the lazaretto.

The crews of foul bill vessels generally remain till the goods are discharged?—Yes.

They are generally bound to Liverpool?—Liverpool or Glasgow; mostly to Liverpool.

Are the bales opened by the crew of the vessel, or by your officers?—They are opened by the crew of the vessel, on board the importing vessel.

Are they re-packed by your officers?—No, they are not re-packed there; they are only opened, and the hand put in as far as the arm will reach, in the vessel; they are taken out by our crew altogether, and re-packed by our crew also when the quarantine is out.

Is it not possible for your crew to re-pack the goods as closely as they were first imported?—We cannot always get all of them into the bales; we mostly do; we take a great deal of pains to pack them.

Have you known injury done to the goods?—No, I have never known injury done.

Have you known any instance of sickness or disease appearing among the persons concerned in unpacking or packing?—No, never.

Has there been any instance of sickness having appeared on board a vessel in her passage to your knowledge?—No, not of a contagious nature, to my knowledge.

What do you do with respect to a clean bill?—We take the goods out after we get an order; we never take the goods out of a clean bill vessel, till we have an order from the Privy Council.

Not even goods of the first class?—No; then we put the goods out without probationary airing at all; we put them into the lazaretto fifteen days.

Do you open them at all?—We open them partially; the hand is thrust into the middle of the bale of cotton, and as much pulled out as can be got out.

Is that done by the men?—Yes, by the men in the lazarettos.

They are not thrown open as they are with foul bills?—No.

How long do you detain them?—Fifteen days.

How long do you detain the vessel and men?—Fifteen days also, unless we get an order to release the vessel as soon as the goods are put out.

Do you ever get an order to release the goods in less than fifteen days?—No, never; but it is very frequent, indeed mostly, that we have an order to release the vessel as soon as the goods are put out into the lazaretto.

In the case of goods in the second or third class, is it common to release them?—We commonly have an order to release them with the vessel, without taking them out at all.

You have stated that a ship, with a clean bill, is sometimes detained fifteen days after putting out her enumerated goods, unless you get an order to the contrary; did such a circumstance ever happen that you detained a ship fifteen days?—I do not recollect; but that is our order to detain her.

Is it your practice to do so?—No, it is not, for we act by the order of the day in that case; we commonly have a particular order for each ship.

Do you ever act on your own discretion, without an Order in Council?—Not in respect of clean ships, but we do in respect of foul.

Do you report a foul bill vessel constantly?—Yes, immediately.

To the Council here?—Yes, we take the official answers, and forward them through the Customs.

The necessary delay must be a week, must it not?—No, we should get an answer in five days.

William Matthias.

(15 April.)

You have stated that a ship with linseed, with a clean bill of health, has just arrived?—Yes, she was under quarantine when I came away.

What quarantine would she perform?—We expected an Order in Council down yesterday to release her without putting her cargo on shore; we never land the linseed.

Do you know what charges would be made on her?—I cannot say, that rests with the Customs.

Nothing rests with you in that respect?—No.

Do you know what fees are paid?—I cannot say exactly. The Order in Council generally, I believe, costs eight or ten pounds; it is sent for by an agent, but we have nothing at all to do with that, it is not an official business at all.

You have stated that with a foul bill the cargo is opened, and aired for fifteen days probationary airing, but after that period the whole cargo is removed on board the lazaretto without further delay, whether aired or not?—Yes.

If there is any use in the probationary airings, is it not necessary to air the whole?—It is what is required by the Order in Council, but I suppose being fifteen days after the hold is opened, and the goods being moved about, if there was contagion it would show itself.

But still you think it necessary to keep them forty days afterwards?—That is the order.

But the remaining part of the cargo, which is not brought out nor even removed, is sent on board the lazaretto without being aired on board?—Yes.

Are you not of opinion that if it is necessary to air part it is necessary to air the whole?—No, I think not; for in that fifteen days if there should be any contagion on board the ship it will show itself.

Do you think there is any necessity for airing any part of it?—I do not think there is much necessity for a probationary airing at all.

Have you had any silk?—We have had some few bales.

Is not the probationary airing of silk sometimes attended with injury to the article?—I have never heard that it was.

Have you perfect shelter in the lazarettos?—Yes, it is all covered over.

Only one ship with a foul bill has arrived within these three years?—I think there has not been more than one within these three years, and that was two years and a half ago I think; I cannot tell the time exactly.

Do you know the practice at any other stations?—I was at Standgate Creek to receive my instructions.

Are the goods taken out of the packages there?—That was the practice when I was there, thirteen years ago.

Do you conceive they were as strict as to foul bill ships as you are at Milford?—There was no foul bill on that station when I was there. Milford was not at that time a foul bill port; it has been made so since.

How long are passengers detained on board a ship arriving with a foul bill of health?—The whole time that the ship is under quarantine, thirty days.

Do you conceive there is any necessity for that, if they appear to be in good health?—No, I do not think there is, if they could be removed into the hospital ship, or any where else.

What generally happens to ships that are released when the goods are detained?—The general course I believe is that the ships wait for the cargo.

Are they not obliged so to do, because you could not get the cargo into the same packages?—No, they might be sent by coasting vessels.

That would be attended with a very heavy expense?—Yes, it would; and double the insurance, and other things.

In point of fact it is usually the case, that a ship arriving with a foul bill of health is detained from sixty to sixty-five days before she leaves quarantine?—Yes, sixty days in common.

Have you heard great complaints from ship-owners and passengers of the inconveniences to which they are subjected?—No, I have not heard much; knowing that it is the law, they do not make many complaints.

Have you heard any complaint as to the difficulty of re-packing the bales?—Our sailors have great trouble sometimes in the performing that with cotton or wool; they are obliged to make several new bales, and if the ship is full we cannot put it down the hatchway, and they are obliged to carry it on deck.

What

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What do you do with the packages in the case of a foul bill of health?—We give them back in the same packages. *William Matthias.*

You never destroy the packages?—No.

Do you air them in any particular way?—We air them every day.

They are not fumigated?—No, the ship and goods and all are fumigated at the last before it is released; the lazaretto is all fumigated with the goods on board.

Have you any medical attendant?—Yes, there is one.

You have not known of any indisposition?—No, we never have had any thing of the kind occur there.

Do you find men perfectly willing to undertake the office of expurgators?—Yes.

Is there a competition for the employment?—They are paid for it, they have common sailors pay.

You have never found any unwillingness to perform the duty?—No, never.

You state that it is necessary sometimes for the vessels to take away part of the cargo on deck, of course that part of the goods which is on deck is liable to injury from foul weather?—Such as cotton or wool, or any thing of that kind does not take injury; and there is nothing but goods of that kind as to which there would be that difficulty.

Do you know the fact that they are not covered by insurance if they are on the deck?—No, I was not aware of that.

Have you ever known any instances of ships returning for the remainder of their cargo?—No, I never have, it is but seldom that it has happened; but I recollect in one or two instances of foul bills, that the goods could not be put into the bales, and they were obliged to carry them on deck, but covered over.

Robert Newberry, M.D. Called in; and Examined.

YOU are the medical superintendent at Standgate Creek?—I am.

Have you been long in that situation?—Four or five-and-twenty years.

You were acquainted with that station before the present system of quarantine was adopted?—There have been occasional changes, or rather remissions of the same, but those have emanated from the Privy Council; the present system has depended on the law of 1805, and the Order in Council resulting from it.

Do you visit every vessel which comes in?—No, I do not, unless they come from the Levant or the coast of Barbary, indeed any part of Africa, or vessels under suspicion of having disease or having had disease.

Vessels with clean bills from other ports you do not visit?—No, it is not part of my duty.

You visit all vessels with foul bills?—Assuredly so.

You are acquainted with the whole process through which the cargo of a foul bill vessel passes?—It does not fall under my particular notice, it is not within my province; but I have a general knowledge of it.

Are you of opinion that the precautions are sufficient or excessive? They appear to me to be well suited to the end in view.

Do you think there are any particulars in which they might be safely diminished?—I have never dared to think myself competent to that.

If a vessel comes with a foul bill, the cargo is obliged to undergo the probationary airings for fifteen days, is then transferred to the lazaretto, and then undergoes a certain process; do you think the time could be safely reduced?—My settled opinion is, that the probationary airing is the best security we have.

What is the probationary airing?—It consists in the vessel arriving with foul goods having a portion of them on deck for six days; they are handled, and are on deck so as to be open to the view of the medical attendant and the superintendent, who can observe all the process, and remark the effect that it might probably produce upon the health of the people who have come the voyage; this is one assurance in my mind, and it is one of the best measures which attach to the quarantine service; after a day's intermission, they are made up, and conveyed to the lazaretto, then there is another had up for three days more, and a third, making in all fifteen days probationary airing.

There are cases in which fifteen days are not sufficient to give the whole cargo an airing, are there not?—It is not intended that more than a certain portion, which can be conveniently stowed on the deck, and secured from the weather, should be;

*Robert Newberry,
M.D.*

Robert Newberry,
M.D.

(15 April.)

part of them may be silk, and may be carpets, then they have awnings over them that secure them from the injury that would result.

After fifteen days the whole of the cargo, whether aired or not, is transferred to the lazaretto?—Assuredly.

Do you think sufficient precautions are applied to the cargo which is not brought on deck?—The practice then is had recourse to which the law or the Order in Council has directed, and they undergo a long airing; they are handled or hung up in the lazaretto, according to the nature of the goods.

Suppose you were not able to give the whole of the cargo a probationary airing in fifteen days, what would be done?—Unless the quantity is small, it is not looked to; the probationary airing is literally to ascertain the degree of danger; it was the suggestion of men who had turned their minds to it.

You are not of opinion that it is necessary that the whole cargo should undergo a probationary airing?—I have never looked at it in that point of view, for the vessel will not admit of it unless it is but a small cargo.

The whole of the cargo does not undergo a probationary airing?—In hardly any case that I remember; I watch any change which may take place in the health of the people, and any thing connected with the duty of the medical superintendent.

The advantage of the probationary airing you conceive to be the allowing time for the disease to show itself?—It has arisen in my mind from an enlarged view of the possibility of ascertaining by the same people airing and opening, and perhaps two or three others; for there are always two superior guardians on board who partake of it, that will give us a strong proof of the absence of contagion, presuming the doctrine of contagion to be admitted.

If you think the probationary airings are so advantageous, does that make you think the further quarantine less necessary, or the time too lengthened?—I have never considered it part of my duty to interfere with that; and as a matter of opinion I should say, that every consideration seems to have been given by the Privy Council to all cases that would with propriety admit of the lessening the restraint.

You are not prepared to say, as a general rule, that the time might be altered?—No; I should rather avoid giving an opinion upon that.

Has there ever been any instance of the appearance or symptoms of disease among those who have been employed in unpacking a vessel?—Speaking of infectious or contagious diseases, certainly not; in no case to call for my serious apprehension in any way; none as connected with the disease called plague.

Perhaps you would not wish to give an opinion as to the time of detention of a clean bill vessel?—I would wish to be excused; there is no doubt that under particular circumstances that would be a measure deserving the serious consideration of government and those highly interested in it, how far the clean goods might have a remission of part of their time.

Do you know whether the foul goods in the lazaretto are opened, in what way they are exposed?—I have certainly had opportunities of seeing them; but near approach is forbidden, further than viewing them from other vessels; there is a power in the superintendent, for a certain obvious purpose, to go into the lazaretto, and to return, without considering himself subject to quarantine, taking some necessary precautions.

Does not your duty call you on board the lazaretto occasionally?—Never; if any sickness should arise, it is my duty to consider and report any circumstances fit for the cognizance of government.

Are you aware in fact what the probationary airings are; do you speak from your own knowledge?—Entirely so; they are open to my view, and it is in my power to make any remark on the inadequacy, and so distinctly superintend without our duties interfering with each other.

What is the airing which is given to a cargo on board the lazaretto?—They are opened according to their nature; if cotton, the bags are cut open, and a part of the cotton is taken out, the arm of the person is immersed in the cotton, and on the other side also, so that they are exposed perfectly to the air: other goods of course are liable to other methods of exposing them to the air; carpets and all silks differently.

Is the cotton taken out and thrown into a heap?—I believe not.

Is there more cotton taken out than sufficient to permit the arm of the person to be admitted?—I can hardly speak to that.

Are you of opinion that it is of any use at all to thrust the arm into a bale of cotton?

cotton?—It has been considered as assuring us the apprehension of contagion is lessened if the person remains unaffected by that.

Then if the person who thrusts in his arm is not affected, is not that a sufficient assurance to authorize the delivery of the bale?—No, for there may be other parts which his hand does not touch.

Then should not those be exposed to the air?—The book states to what extent it is intended that the goods should be opened and aired.

The practice is only to slit open the side and to insert the arm?—And to pull out part of the cotton.

No more than is necessary to insert the arm is it, it is not put into a heap?—It is not taken out certainly.

Did not you state just now that such airing is not sufficient?—Not directly in those words. I considered that there might be some which still retained contagion, but that may refer itself to the place where the cotton has come from.

If in your opinion there is any possibility of infection remaining in a bale of cotton, is the airing that is given to that sufficient to prevent the danger of communicating that infection?—As far as my reading and consideration of the point go, I believe it is.

Then if it is sufficient, and if the practice is merely to insert the arm into the package, you are of opinion that such cotton might be then safely delivered into use, are you not?—I did not exactly admit that the arm alone is put in, but part of the cotton taken out; but as it is directly out of my line of duty, I am not quite competent to speak to every particular of the opening; and we conceive that experience has assured us, that as much as we have done has been so far satisfactory; but it is impossible for me to ascertain how far there may remain a possibility of communicating disease.

Have you ever heard of infection having been received for this century and a half in this country?—No.

Does not that almost satisfy your experience that there is little danger of such infection being received?—I will state how far it does not; the same argument was used in the year 1721, there were many who wrote that contagion was a laughable idea; their doctrine was never received generally; there were men of higher character who contended on the other hand, and the history of almost all plagues that we are tolerably well acquainted with has been referred to the communication by goods; the latest we know was that of Malta, though it has been subject to some difference of opinion, it has settled down in a belief in many that it originated in goods.

You set out with stating that the probationary airing is the best security we have?—I give that opinion.

You subsequently stated that the whole of the goods are not aired?—I do not recollect to have said so.

Did not you state that after fifteen days, whether aired or not, they are taken into the lazaretto?—All the remaining goods.

Without any probationary airings at all?—They have none till they are removed into the lazaretto.

Then they do not undergo the probationary airings in the lazaretto?—Not under that denomination, but in as perfect a manner probably.

Then you will perhaps withdraw the statement, that the probationary airings are the best protection?—I would wish to communicate as my mind that the probationary airings strengthen, and give us a stronger assurance of escaping from what might possibly be the consequence of any one part of the cargo containing it; but the hypothesis is too nice for me to say that the other has not undergone any, after being forty days in the lazaretto.

You were understood to apply your observation to the probationary airing of the cargo in the ship, that our best security is derived from that?—In my own mind I feel the fullest satisfaction in that being done, but I do not positively assert that as a doctrine.

The whole of the cargo not undergoing probationary airing; if it is necessary to air any part, is it not necessary to air the whole?—I do not see why the security has been from the fifteen days, giving us a relief from what we might have apprehended; that if it was necessary to do that, most likely the vessel would not be capable of going through the whole process.

If you are so satisfied that you do not think it necessary to air the whole of those goods probationarily even on board the ship, why do you detain those goods on

Robert Newberry,
M. D.

(15 April.)

board the lazaretto forty days?—If they are to give the same security, I consider that as short a time in the manner that they do it as the fifteen days would be, because the one is under my immediate inspection; I know what is done in the one, and I do not see the other. I do not see the lazaretto, unless occasionally.

You stated, that finding no inconvenience in fifteen days, that appeared so satisfactory a reason, that you dismiss the other without any examination at all, then why keep any part forty days afterwards?—I beg to be understood that the practice has so far my approbation, as to feel an assurance from the probationary airing that every thing has so far gone on well; but I do not dismiss the necessity of the rest of the cargo being aired, any more than I would clean goods.

Do you not then think that infection, if any exists, may be communicated by the unexamined part of the cargo to that which has been aired?—By infection am I to understand contagion, for the words are frequently confounded. I do not trust my mind to interfere with that not immediately within the scope of my own duty. These remarks I cheerfully yield as a professional man; but they are not what I am accustomed to overlook as a part of my duty, or I might perhaps say that they open in the lazarettos as perfectly as they do in the probationary airings.

Might not they be transferred above into the lazarettos without probationary airings, if the whole cargo is not to be aired?—I have said that they are exposed to view, and they are under the care of the persons who come over with them, so that if there might be a possibility of other proof more direct and satisfactory, the health of the people as well as the purity of the commodity affords that proof; they are opened by the same persons who come the voyage.

If it is expedient to open a part on board the vessel, should not the whole cargo go through the whole process?—I do not know how it can; it seems impracticable; that would be in the lazarettos upon the transfer of the goods.

Whose duty is it to direct the nature and extent of the airings?—Within the lazaretto, the master of the lazaretto; but under the control of the superintendent.

Are there any instances in which the bale of cotton is entirely opened and exposed?—Very much so sometimes; they come in in a very imperfect state, and require sewing up and patching.

What occasions that?—Possibly the imperfect state in which they are brought, or the nature of the materials.

In what cases is it that the bale of cotton is opened and exposed, instead of having the arm thrust in?—All goods coming with foul bills, are subject to that process for fifteen days, taking the intermediate days.

In case of a foul bill the bale of cotton is opened and exposed?—Whatever the goods are they are subject to an exposure for a time on the deck of the ship which brings them.

Does not that exposure consist in slitting open the side without taking out the goods?—As far as to afford a satisfaction; they are loosened, they are pulled out, and each side is served so; it would be impossible to take out the whole on the deck of the vessel.

Jovis, 13^o die Maii, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

Sir Humphrey Davy, Bart. called in; and Examined.

Sir H. Davy,
Bart.

(13 May.)

YOU are president of the Royal Society?—I am.

In the evidence given before this Committee by Sir Gilbert Blane, a reference was made to a discovery which was attributed to you, namely, fumigation by chlorine, as a means of preventing the communication of infection by the importation of foreign goods; will you state to the Committee what the nature of that discovery is, and what is your opinion as to the effects of it?—I am not conscious that I am the author of such a discovery; I have recommended chlorine as a substance to be used in fumigating dwelling-houses that are infected: it may be rather difficult to apply it to goods. I am not discoverer of the substance, though I may be considered as founder of the theory. I have some doubt if it could be applied; it might be, but there might be some difficulty. It is a substance that acts very powerfully on vegetable fibre, and on silk. It is combined with alkali of lime when used for bleaching.

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Sir H. Davy,
Bart.

(13 May.)

Do you think it practicable to be used in that way?—I have employed it in dwelling-houses; I recommended it to be used in the Penitentiary. It is much less powerful in cotton than in linen; but it requires experiments: it has not, as far as I know, been applied in that way: but if I were asked what mode I would recommend for fumigating cottons to prevent infection, I should say it is a subject that requires experiments, as every new subject does. It is possible that chlorine may be the best substance to use: it has one advantage, it seems to destroy contagious matter.

If it were applicable, you think it would be effectual in the destruction?—Perfectly; and I am not aware that it would injure cottons considerably, but it requires trial. It is used in bleaching, but then its powers are destroyed to some extent. It is impossible to give an actual opinion.

You are not quite satisfied, are you, that it would not injure the colour?—No, I am not satisfied on that point at all.

Have you turned your attention to the subject of the plague?—Very much. I gave a plan to the Penitentiary founded on this principle, but there was no linen, it was in articles of furniture and wood.

You have never considered the subject of fumigation, as connected with the plague, in a commercial point of view?—No; I happened to be in Italy just after the plague had been there. I did not see clothing fumigated, I recommended it.

Have you directed your attention to it with respect to the temperature?—I once thought of a mode which appeared to be extremely likely to destroy contagion altogether, by exposing the articles to a temperature equal to boiling water; for the plague disappeared when the temperature came above 90°.

Is it a destruction or a suspension of the infection?—A destruction.

You are quite satisfied as to the power of chlorine?—A perfect destruction.

Is the colour likely to be injured by the fumigation?—The colour is not likely to be injured, but the question is as to the goods.

LIST OF APPENDIX.

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APPENDIX.

Appendix, (A.)

EXTRACTS from the Evidence of John Hall, esq. taken before Select Committee on
15th June 1821.

"ARE you acquainted with the collection of the quarantine dues?—Yes, I am.

Will you state any thing to the Committee on that subject of which you wish them to be informed?—The quarantine dues and leading regulations are established by the 45th Geo. 3, c. 10, and also by an Act of the 46th Geo. 3, and Orders in Council under the same; the 6th section directs that it shall be lawful for the owners to recover in respect of any duties imposed by the Act, from the importers, proprietors or consignees of the cargo, a sum equal to the just and reasonable contribution which the proportion of tonnage that such goods bear to the tonnage burthen of the ship shall require; such proportion to be ascertained according to the usage of merchants. The amount chargeable under the quarantine Act is, by schedule, from 3 s. to 15 s. per ton, which, in cases where vessels are only partly laden, is excessive, and throws a heavy burden on the owners; as the proprietors of the goods contend often, that they are only liable to their proportion of the dues, calculated according to the burthen of the ship. The mode of re-imbursement, as directed by the Act, (the ship-owner in fact being a trustee for the payment and receipt of the said duties,) has created continual disputes, and some litigation. The Levant Company have lately established a scale, according to which the merchants in the Levant trade have agreed to pay their proportions, as applicable to the particular articles stated in a list; which I now beg leave to put in.

Appendix, (A.)

Extracts from Evidence of J. Hall, esq. 15 June 1821.

[It was delivered in, and read, as follows:]

PROPORTIONS OF TONNAGE (Quarantine) DUTIES, Allowed by the Levant Company, to the Owners of Ships from Turkey.					Quarantine, with Clean Bills of Health.			Charges without Clean Bills of Health.		
					£.	s.	d.	£.	s.	d.
Agaric - - - - -	per ton	of 20 cwt.	-	-	-	17	-	1	12	-
Aloes - - - - -	-	d°	-	-	-	12	-	1	2	-
Alum - - - - -	-	d°	-	-	-	8	6	-	16	-
Aniseeds - - - - -	-	d°	-	-	-	14	-	1	7	-
Almonds - - - - -	-	d°	-	-	-	8	6	-	16	-
Balustia - - - - -	-	d°	-	-	1	1	-	2	-	-
Box wood - - - - -	-	d°	-	-	-	8	6	-	16	-
Brimstone - - - - -	-	d°	-	-	-	8	6	-	16	-
Carpets - - - - -	per 100	pikes	-	-	-	1	3	-	2	4
Cassia fistula - - - - -	per ton	of 20 cwt.	-	-	-	17	-	1	12	-
Caviare - - - - -	-	d°	-	-	-	8	6	-	16	-
Coloquintida - - - - -	-	d°	-	-	1	1	-	2	-	-
Cotton wool - - - - -	-	d°	-	-	-	19	-	1	15	6
— yarn - - - - -	-	d°	-	-	-	17	-	1	12	-
Cummin seed - - - - -	-	d°	-	-	-	14	-	1	7	-
Currants - - - - -	-	d°	-	-	-	8	6	-	16	-
D° - from Patrao - - - - -	-	d°	-	-	-	8	6	-	16	-
Coffee - - - - -	-	d°	-	-	-	13	-	1	5	-
Camphor - - - - -	-	d°	-	-	-	14	-	1	7	-
Coculus indicus - - - - -	-	d°	-	-	-	10	6	1	-	-
Copper - - - - -	-	d°	-	-	-	8	6	-	16	-
Camels hair - - - - -	-	d°	-	-	-	17	-	1	12	-
Dragons blood - - - - -	-	d°	-	-	-	10	6	1	-	-
Emery stones - - - - -	-	d°	-	-	-	8	6	-	16	-
Figs in drums - - - - -	-	d°	-	-	-	8	6	-	16	-
— in cases - - - - -	-	d°	-	-	-	8	6	-	16	-
Flax and hemp - - - - -	-	d°	-	-	-	8	6	-	16	-
Galls - - - - -	-	d°	-	-	-	13	-	1	5	-
Goats hair or wool - - - - -	-	d°	-	-	-	17	-	1	12	-
Gum Arabic - - - - -	-	d°	-	-	-	10	6	1	-	-
— Animi - - - - -	-	d°	-	-	-	10	6	1	-	-
— Ammoniacum - - - - -	-	d°	-	-	-	10	6	1	-	-
— Asafoetida - - - - -	-	d°	-	-	-	8	6	-	16	-
— Benjamin - - - - -	-	d°	-	-	-	10	6	1	-	-
— Myrrh - - - - -	-	d°	-	-	-	10	6	1	-	-
— Galbanum - - - - -	-	d°	-	-	-	14	-	1	7	-

Appendix, (A.)

Extracts from Evidence of J. Hall, esq. 15 June 1821.

PROPORTIONS OF TONNAGE (Quarantine) DUTIES, Allowed by the Levant Company, to the Owners of Ships from Turkey.				Quarantine with Clean Bills of Health.			Charges without Clean Bills of Health.		
				£.	s.	d.	£.	s.	d.
Gum Copal	-	-	per ton of 20 cwt.	-	10	6	1	-	-
— Lac	-	-	— d°	-	10	6	1	-	-
— Opoponax	-	-	— d°	-	12	-	1	3	-
— Sagapenum	-	-	— d°	-	10	6	1	-	-
— Tragacanth	-	-	— d°	-	10	6	1	-	-
— not enumerated	-	-	— d°	-	10	6	1	-	-
Hides, raw	-	-	— d°	-	8	6	-	16	-
Hare-skins	-	-	per 120 skins	-	-	2	-	-	4
Honey	-	-	per ton of 20 cwt.	-	8	6	-	16	-
Laudanum	-	-	— d°	-	10	6	1	-	-
Mastic	-	-	— d°	-	14	-	1	7	-
Mohair yarn	-	-	— d°	-	14	-	1	7	-
Madder roots	-	-	— d°	-	19	-	1	15	6
Natron	-	-	— d°	-	8	6	-	16	-
Nux vomica	-	-	— d°	-	14	-	1	7	-
Nux de ben	-	-	— d°	-	14	-	1	7	-
Opium	-	-	— d°	-	12	-	1	3	-
Oil of olives	-	-	per tun of 252 gallons	-	8	6	-	16	-
Otto of roses	-	-	per lb.	-	-	3	-	-	6
Oak staves	-	-	per 1,000	-	8	6	-	16	-
Olibanum	-	-	per ton of 20 cwt.	-	10	6	1	-	-
Orpiment	-	-	— d°	-	10	6	1	-	-
Pistachia nuts	-	-	— d°	-	14	-	1	7	-
Pellitory root	-	-	— d°	-	12	-	1	3	-
Raisins, black	-	-	— d°	-	8	6	-	16	-
— D° - red, in casks	-	-	— d°	-	8	6	-	16	-
— D° - - in drums	-	-	— d°	-	8	6	-	16	-
Rice	-	-	— d°	-	8	6	-	16	-
Rhubarb	-	-	— d°	1	1	-	2	2	-
Sal-ammoniac	-	-	— d°	-	10	6	1	-	-
Salep	-	-	— d°	-	10	6	1	-	-
Safflower	-	-	— d°	-	12	-	1	3	-
Saffron	-	-	— d°	-	14	-	1	7	-
Scamony	-	-	— d°	-	14	-	1	7	-
Silk	-	-	— d°	-	17	-	1	12	-
— D° strachia	-	-	— d°	-	17	-	1	12	-
Senna	-	-	— d°	-	17	-	1	12	-
Sponges	-	-	— d°	-	19	-	1	15	6
Soap	-	-	— d°	-	8	6	-	16	-
Storax calamita	-	-	— d°	-	11	4	1	1	4
— liquida	-	-	— d°	-	11	4	1	1	4
Seeds, not enumerated	-	-	— d°	-	12	-	1	3	-
Skins, sheep and goat	-	-	per dozen	-	-	2	-	-	4
Sheeps wool	-	-	per ton of 20 cwt.	-	14	-	1	7	-
Shagreen skins	-	-	— d°	-	11	4	1	1	4
Terra umbra	-	-	— d°	-	8	6	-	16	-
Tobacco	-	-	— d°	-	14	-	1	7	-
Turbith	-	-	— d°	-	14	-	1	7	-
Turpentine	-	-	— d°	-	14	-	1	7	-
Tallow	-	-	— d°	-	8	6	-	16	-
Turmeric	-	-	— d°	-	14	-	1	7	-
Wax	-	-	— d°	-	11	4	1	1	4
Wine	-	-	per tun of 252 gallons	-	8	6	-	16	-
Whetstones in casks	-	-	per ton of 20 cwt.	-	8	6	-	16	-
— loose	-	-	— d°	-	8	6	-	16	-
Worm seeds	-	-	— d°	-	14	-	1	7	-
Wood ashes of all kinds, not enu- merated	-	-	— d°	-	8	6	-	16	-
Valonea	-	-	— d°	-	8	6	-	16	-
Yellow berries	-	-	— d°	-	10	6	1	-	-
Zedoaria	-	-	— d°	-	14	-	1	7	-

As the Lords of the Treasury, by the Act of Parliament, have the power of regulating, increasing or diminishing the duties, it would be attended with great convenience to the merchants and ship-owners, if their Lordships would adopt that scale of charge, authorizing the ship-owners to re-imburse themselves for the duties paid by them on the report of the ship, according to the list which I have just delivered, and making a provision for vessels that may not be fully laden. It does appear also worthy of consideration, whether it will not be possible to reduce the present rate or duties, which are high; for by reference to the public accounts of 1819 and 1820, it would appear that the net amount paid into the Exchequer is not less than 18,500 £. per annum; so that presuming that amount to be the net collection, after payment of all the charges attending the maintenance of the quarantine establishment, it is fair to assume that some reduction, in respect to the rate of charge, may be made.

Independently

Independently of the amount of the dues, are there any points in the quarantine laws that appear to you would admit of safe alteration, and be of material convenience to the trade of the country?—I have not devoted sufficient attention to the existing laws and regulations with respect to quarantine, which are very voluminous, so as to be able to reply fully to that question; although I believe it is generally admitted, that some of the regulations under the quarantine laws are susceptible of great improvement; vessels laden with goods from a port not subject to quarantine, ought not to be held liable to the duties, merely for having touched at a quarantine port for orders; and the rates are susceptible of reduction.

Extracts from Evidence of J. Hall, esq. 15 June 1821.

They have not been, however, as far as appears by your answer, the subject of material complaint among the merchants?—They were so, at one period; but with respect to the precise nature of such complaints, beyond what I have already stated, I am not prepared at present to speak. Complaints were made at the time alluded to, as to a practice of sending ships, bound to outports, to distant parts to perform quarantine, and also with respect to the ports of Ireland, and the time required for vessels to perform *pratique*."

Appendix, (B.)

CUSTOMS:—AN ACCOUNT showing the appropriation of the Annual Collections made under the Quarantine Regulations since the Year 1800; and whether the Sums of 65,000*l.*, 30,000*l.* and 21,000*l.* advanced from the Consolidated Fund for the erection of a Lazaretto upon Chetney Hill have been repaid in part, or in full, from the Collection of Quarantine Dues.

YEARS.	Gross Receipt.			Paid into the Exchequer.			EXPENSES incurred in the QUARANTINE SERVICE.								
							LONDON.			OUTPORTS.			TOTALS.		
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
1800	1,399	18	1	nil.			761	1	—	6,920	14	4½	7,681	15	4½
1801	5,910	—	1½	2,625	3	1	1,523	3	—	11,489	9	7¾	13,012	12	7¾
1802	7,328	18	¾	6,128	10	10	588	6	—	13,187	11	9½	13,775	17	9½
1803	15,505	14	¾	12,983	15	8	817	15	—	18,249	13	¾	19,067	8	¾
1804	13,295	—	4	17,503	1	10½	2,285	16	—	18,103	17	3	20,389	13	3
1805	23,272	12	¼	17,362	1	¼	1,059	19	—	22,670	4	½	23,730	3	½
1806	13,370	14	7	15,093	2	4	12,032	8	3	18,974	13	½	31,007	1	½
1807	10,424	16	5	9,605	19	10	18,529	10	5	20,408	5	¼	38,937	15	¼
1808	12,745	13	¼	11,445	3	¾	6,117	12	½	20,172	6	—	26,289	18	½
1809	22,173	7	7	14,802	6	½	8,198	9	7	22,694	7	¾	30,892	17	¾
1810	20,211	8	½	26,462	2	½	7,736	17	8	22,098	14	¼	29,835	12	¼
1811	12,806	10	7	12,679	—	—	7,008	5	—	21,278	19	¾	28,287	4	¾
1812	15,212	5	1	9,568	1	½	13,277	18	1	19,060	2	¾	32,338	—	¾
1813	13,311	5	8	13,311	5	8	6,824	4	5	24,636	3	½	31,460	7	½
1814	18,327	8	¾	12,349	10	⅝	1,894	3	5	23,520	12	⅝	25,414	15	¾
1815	17,298	18	½	18,149	2	½	35,984	3	¾	23,625	9	¾	59,609	12	9
1816	16,316	8	¼	17,716	19	11	1,592	—	3	23,336	9	¾	24,928	9	¾
1817	14,998	6	½	17,112	2	½	3,023	2	½	21,523	15	5	24,546	17	½
1818	23,499	1	½	29,723	17	7	9,216	2	6	21,915	2	½	31,131	5	½
1819	23,393	6	8	28,386	7	7	6,320	15	¾	23,566	—	¾	29,886	15	½
1820	18,288	10	¾	16,488	15	6	2,123	13	½	22,955	—	7	25,078	13	½
1821	15,921	7	—	15,270	9	4	2,985	3	10	21,485	—	2	24,470	4	—
1822	14,419	8	7	14,396	9	¾	4,929	—	7	21,161	18	—	26,090	18	7
1823	22,082	1	3	21,419	4	4	3,217	3	4	20,487	8	¾	23,704	11	¾
	371,513	2	¼	360,582	13	½	158,046	13	10	483,521	18	9	641,568	12	7

Note.—The Expenses have been defrayed out of Duties of Customs, with the exception of the payments made at Portsmouth previous to 5th January 1816, which were out of Quarantine Dues.

9th April 1824.

Culling Chas. Smith, Rec^r Gen^l.

Appendix, (C.)
Sums granted for
the Establishment
of a Lazaretto on
Chetney Hill, &c.

Appendix, (C.)
AN ACCOUNT of all Sums granted for the Establishment of a Lazaretto on Chetney Hill,
or for any other Lazarette, and the application of such Sums.

		£.	s.	d.
1801. Nov. 10th	To James Wyatt, for erecting a lazaretto on Chetney Hill - - - - -	20,000	-	-
1802. May 8th -	- - D ^o - - for - - - D ^o - - - -	10,000	-	-
1803. Feb. 7th -	- - D ^o - - for - - - D ^o - - - -	20,000	-	-
1804. Jan. 31st	- - D ^o - - for - - - D ^o - - - -	15,000	-	-
1805. May 18th	- - D ^o - - for - - - D ^o - - - -	20,000	-	-
1806. April 12th	- - D ^o - - for completing D ^o - - - -	10,000	-	-
1810. July 16th	George Saunders, esq. to satisfy outstanding claims, on account of works executed at the lazaretto on Chetney Hill - - - - -	21,000	-	-
		£. 116,000	-	-

Exchequer, }
the day of March 1824. } Thomas Forster.

Appendix (D.)
Number and de-
scription of Persons
employed in the
Quarantine Office.

Appendix, (D.)
AN ACCOUNT of the Number and Description of the Persons employed in the
Establishment of the Quarantine Office, in London; together with the Expense of
such Establishment.

Sir,
I AM directed to acquaint you for their Lordships information, that there is no office in this department called the Quarantine Office; that the duties relating to quarantine are performed by the Board, and by several of their officers indiscriminately with their other duties, and without any additional allowances or expense. The only additional allowance granted specifically for the performance of quarantine duty, is an additional salary of 200*l.* per annum to the commander of the "Flamer" gun-brig at Gravesend; but that vessel is not employed exclusively in the business relating to quarantine, but is also employed in the alien duty, under the Secretary of State, and generally in the service of the Customs.

I am, Sir, your most obedient servant,

Custom-house, London, }
31st March 1824. } T. Whitmore.
George Harrison, esq. &c. &c. &c.

AN ACCOUNT of the Number and Description of the Persons employed in the
Establishment of the Quarantine Office, in London; together with the Expense of
such Establishment.

— N I L. —

Custom-house, }
29th March 1824. } T. Whitmore,
Secretary.

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Appendix, (E.)

AN ACCOUNT of the Dues collected under the Quarantine Regulations since the Year 1800 specifying the collection of each Year ; and distinguishing what has been collected under Foul Bills of Health, and what under Clean Bills of Health.

Appendix, (E.)

Dues collected under Quarantine Regulations, since the year 1800.

YEARS.				YEARS.			
Gross Receipt of Quarantine Duties in Great Britain.				Gross Receipt of Quarantine Duties in Great Britain.			
£.	s.	d.		£.	s.	d.	
1800	-	-	1,399 18 1	1814	-	-	18,327 8 11 $\frac{1}{4}$
1801	-	-	5,910 - 1 $\frac{1}{2}$	1815	-	-	17,298 18 5 $\frac{1}{2}$
1802	-	-	7,328 18 - $\frac{3}{4}$	1816	-	-	16,316 8 - $\frac{1}{4}$
1803	-	-	15,505 14 5 $\frac{1}{4}$	1817	-	-	14,998 6 9 $\frac{1}{2}$
1804	-	-	13,295 - 4	1818	-	-	23,499 1 5 $\frac{1}{2}$
1805	-	-	23,272 12 5 $\frac{1}{2}$	1819	-	-	23,393 6 8
1806	-	-	13,370 14 7	1820	-	-	18,288 10 - $\frac{1}{4}$
1807	-	-	10,424 16 5	1821	-	-	15,921 7 -
1808	-	-	12,745 13 2 $\frac{1}{4}$	1822	-	-	14,419 8 7
1809	-	-	22,173 7 7	1823	-	-	22,082 1 3
1810	-	-	20,211 8 8 $\frac{1}{2}$				
1811	-	-	12,806 10 7				
1812	-	-	15,212 5 1				
1813	-	-	13,311 5 8				
				TOTAL	-	-	£. 371,513 2 7 $\frac{1}{4}$

Note.—No account of the quarantine duties, collected under the distinct heads of foul and clean bills of health, has been kept at the Custom-house for the period comprehended in this Return. Upon reference to the original documents, however, it appears that the whole receipt under the former of these heads, upon the average of the last three years, has not exceeded 900 *l.* per annum, and that it has accrued principally upon vessels arriving from the ports of Egypt.

Inspector General's Office,
Custom-house, London,
2d April 1824.

William Irving,
Inspector General of Imports and Exports.

Appendix, (F. 1.)

AN ACCOUNT of the Expense incurred in the Quarantine Service at the Outports, from the Year 1800 inclusive to the 5th January 1824 ; distinguishing each year.

Appendix, (F. 1.)

Expense in the Quarantine Service at the Outports, from 1800 to 1824.

YEARS.				YEARS.			
AMOUNT.				AMOUNT.			
£.	s.	d.		£.	s.	d.	
1800	-	-	6,920 14 4 $\frac{1}{2}$	1813	-	-	24,636 3 1 $\frac{1}{2}$
1801	-	-	11,489 9 7 $\frac{3}{4}$	1814	-	-	23,520 12 3 $\frac{3}{4}$
1802	-	-	13,187 11 9 $\frac{1}{2}$	1815	-	-	23,625 9 7 $\frac{1}{4}$
1803	-	-	18,249 13 2 $\frac{3}{4}$	1816	-	-	23,336 9 3 $\frac{1}{4}$
1804	-	-	18,103 17 3	1817	-	-	21,523 15 5
1805	-	-	22,670 4 6 $\frac{1}{2}$	1818	-	-	21,915 2 9 $\frac{1}{2}$
1806	-	-	18,974 13 - $\frac{1}{2}$	1819	-	-	23,566 - 3 $\frac{3}{4}$
1807	-	-	20,408 5 4 $\frac{1}{4}$	1820	-	-	22,955 - 7
1808	-	-	20,172 6 -	1821 (a)	-	-	21,485 - 2
1809	-	-	22,694 7 8 $\frac{3}{4}$	1822	-	-	21,161 18 -
1810	-	-	22,098 14 7 $\frac{1}{4}$	1823	-	-	20,487 8 4 $\frac{3}{4}$
1811	-	-	21,278 19 - $\frac{3}{4}$				
1812	-	-	19,060 2 1 $\frac{3}{4}$				
				TOTAL	-	-	£. 483,521 18 9

(a) Prepared September 1822, on Mr. Greville's letter, Privy Council.

Inspector of Outports Office, 29th March 1824.

QUARANTINE: OUTPORTS, ENGLAND.				1822.				1823.			
				£.	s.	d.		£.	s.	d.	
Annual salaries and other allowances to officers on quarantine service				13,583	18	6 $\frac{1}{2}$		11,869	17	1	
Hire of vessels on quarantine service				201	19	6		451	5	6	
Tidewaiters pay on quarantine ships, and other quarantine expenses				7,375	19	11 $\frac{1}{2}$		8,166	5	9 $\frac{3}{4}$	
TOTAL				£. 21,161	18	-		20,487	8	4 $\frac{3}{4}$	

Appendix, (F. 2.)

Appendix, (F. 2.)

Number and Description of Persons employed in the Lazarettos and Vessels in Quarantine Establishment.

AN ACCOUNT of the Number and Description of any Persons employed in the Lazarettos, together with the Number and Description of the Vessels employed in the Quarantine Establishment; distinguishing their Stations, and also the total Expense attending the same.

PORT.	STATION.	Name of Vessel, or Lazaretto.	Description and Number of Persons employed.
Rochester	Stangate Creek	Otter brig	superintendent, mate and assistant ditto, 2 deputed mariners, 20 mariners, 1 boy.
		Christian, 7th lazaretto	master, mate, 2 guardians, 10 mariners, 1 boy.
		Courageux lazaretto	master, mate, 2 guardians (1 vacant,) 10 mariners, 1 boy.
		Duke lazaretto	master, mate, 2 guardians (1 vacant,) 10 mariners, 1 boy.
		Valiant lazaretto	master, mate, 2 guardians, 10 mariners, 1 boy.
		Lizard hospital-ship	master, mate, 6 mariners, 1 boy.
		St. Fiorenzo, temporary lazaretto.	4 mariners, 1 boy. 5 superior guardians.
Portsmouth	Mother Bank	Roebuck cutter	1 commander, 1 mate, 3 deputed mariners, 23 mariners, 1 boy.
		Prometheus lazaretto	2 mariners (ordinary,) 1 boy.
Liverpool	Brombro' Pool	Redbreast guardship	superintendent and commander, assistant ditto and mate, 1 deputed mariner, 11 mariners, 1 boy.
		Experiment lazaretto	1 master, 1 mate, 9 mariners, 1 boy.
		Pearlin lazaretto	1 master, 1 mate, 8 mariners, 1 boy.
Milford	Milford Haven	Pursuit cutter	1 superintendent and commander (vacant,) 1 assistant ditto and mate (acting superintendent) 1 deputed mariner, 11 mariners, 1 boy.

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PORT.	STATION.	Name of Vessel, or Lazaretto.	Description and Number of Persons employed.
Milford— <i>continued.</i>	Milford Haven— <i>continued.</i>	Triumph lazaretto -	1 master (vacant,) 1 mate (acting master,) 10 mariners, 1 boy.
		Santa Margareta laza- retto.	1 master (vacant,) 1 mate (of the late Syren laza- retto, acting master,) 1 mariner (of the Pursuit cutter, acting mate,) 7 mariners.
		Otter hospital-ship -	7 mariners (a mariner in charge.)

Appendix, (F. 2.)
Number and De-
scription of Persons
employed in the
Lazarettos and Ves-
sels in Quarantine
Establishment.

TOTAL EXPENSE of the Quarantine Establishment at the under-mentioned Stations,
for the Year ended the 5th January 1824.

PORT.	STATION.	AMOUNT.
		£. s. d.
ROCHESTER - -	Standgate Creek -	8,502 14 11
PORTSMOUTH - -	Mother Bank - -	3,010 16 7
LIVERPOOL - -	Brombro' Pool -	3,036 6 11
MILFORD - -	Milford Haven -	3,299 10 10 $\frac{1}{2}$
TOTAL - - £.		17,849 9 3 $\frac{1}{2}$

Inspector of Outports Office, }
2d April 1824.

W. Dickinson.

Appendix, (G.)

AN ACCOUNT showing how the Materials of which the Lazaretto at Chetney Hill had been
built were disposed of after it was found necessary to take down the same ; and if by Sale, what
was the Amount thereof, and to what purpose the Produce was applied.

Appendix, (G.)
Disposal, &c. of
the Materials of
the Lazaretto at
Chetney Hill.

How the Materials were disposed of.	Produce thereof.	To what purpose the Produce was applied.
By public sale - -	Amount paid the receiver- general of His Majesty's Customs - - } £. 13,061 6 7	Placed to the account of quarantine duties.
By public sale - -	Amount of materials pur- chased by Mr. H. Peto, contractor for building the Custom-house - - }	
	Auctioneer's commission - - 404 5 6	Mr. Peto is debited with this amount in his account for building the Custom-house.
	TOTAL PRODUCE - - £. 15,058 5 7	

Custom-house,
10th May 1824.

David Laing,
Surveyor for Buildings.

Appendix, (H. 1.)

Appendix (H. 1.)

Number of Ships
which have per-
formed Quarantine
in England within
the last three years.

AN ACCOUNT of the Number of Ships which have performed Quarantine at the several Stations in *England* within the last three Years; distinguishing those in each Year and at each Station; those which arrived with Foul and Clean Bills of Health, and the Places from whence they came.

QUARANTINE STATION.	NUMBER OF SHIPS :						PLACE From whence they came.
	With Foul Bills of Health.			With Clean Bills of Health.			
	1821.	1822.	1823.	1821.	1822.	1823.	
Whitebooth Roads, Hull - - -	-	-	-	1	-	-	Malaga.
	-	-	-	1	2	1	Zante.
	-	-	-	1	-	-	Naples.
	-	-	-	2	3	-	Messina.
	-	-	-	1	4	2	Tarragona.
	-	-	-	1	-	-	Palermo.
	-	-	-	1	-	-	Hyerer.
	-	-	-	2	2	1	Gallipoli.
	-	-	-	2	-	-	Alicata.
	nil.	nil.	nil.	1	-	-	Malta.
	-	-	-	1	1	-	Cephalonia.
	-	-	-	1	-	-	Leghorn.
	-	-	-	-	1	-	Gergenti.
	-	-	-	-	1	-	Trieste.
	-	-	-	-	3	-	Catania.
	-	-	-	-	1	-	Xavia.
	-	-	-	-	-	1	Alexandria.
	-	-	-	-	-	2	Gibraltar.
	-	-	-	-	-	1	Saloe.
					15	18	8
Standgate Creek, Ro- chester - - -	-	-	-	17	7	31	Messina.
	11	10	10	-	-	-	Odessa and Constantinople.
	-	-	-	5	6	1	Tarragona.
	2	-	-	25	24	43	Smyrna.
	2	-	-	32	26	26	Malaga.
	-	-	-	14	12	15	Mogadore.
	-	-	-	29	23	36	Leghorn.
	-	-	-	19	11	17	Palermo.
	-	-	-	9	6	18	Gibraltar.
	-	-	-	8	5	5	Genoa.
	-	-	-	6	1	3	Valencia.
	-	-	-	1	-	-	Chozzie.
	-	-	-	7	13	16	Naples.
	-	-	-	8	15	24	Trieste.
	-	-	-	1	-	-	Buccari.
	-	-	-	1	1	-	Syracuse.
	-	-	-	8	5	17	Almeira.
	-	-	-	5	4	3	Venice.
	-	-	-	1	-	-	Porto Quieto.
	-	-	-	14	5	5	Denia.
	-	-	-	2	-	-	Teium.
	-	-	-	3	2	4	Saloe.
	-	-	-	12	9	10	Marseilles.
	-	-	-	3	4	1	Alicant.
	-	-	-	1	4	5	Gallipoli.
	-	-	-	4	-	1	Patras.
	3	2	6	2	7	6	Alexandria.
	-	-	-	2	-	5	Marsala.
	-	-	-	1	1	-	Cette.
	-	-	-	2	6	10	Ancona.
	-	-	-	4	2	2	Cephalonia.
	-	-	-	1	3	3	Trapani.
	-	-	-	1	-	-	Bay of Roscs.
	-	-	-	1	-	-	St. John's.
	-	-	-	2	2	4	Zante.
	-	-	-	2	4	5	Xabea.
-	-	-	1	1	-	Chesme.	
-	-	-	1	-	-	Susa.	
-	-	-	-	4	6	Carthagena.	
-	-	-	-	4	5	Malta.	
-	-	-	-	3	2	Aquila.	
-	-	-	-	2	5	Terra Nova.	

Number of Ships
which have per-
formed Quarantine
in England within
the last three years.

QUARANTINE STATION.	NUMBER OF SHIPS:						PLACE From whence they came.
	With Foul Bills of Health.			With Clean Bills of Health.			
	1821.	1822.	1823.	1821.	1822.	1823.	
Standgate Creek (continued.)	-	-	-	-	1	6	Altea.
	-	-	-	-	-	1	Algiers.
	-	-	-	-	-	4	Catania.
	-	-	-	-	-	3	Gergenti.
	-	-	-	-	-	1	Barcelona.
	-	-	-	-	-	1	Siculiana.
	-	-	-	-	-	1	Adra.
	-	-	-	-	-	1	Villa Nova.
	-	-	-	-	-	2	Bathurst.
	-	-	-	-	-	7	Sierra Leone.
	-	-	-	-	-	1	St. Mary's.
	-	-	-	-	-	1	Portendrick.
	-	-	-	-	-	1	Tangier.
		18	12	16	255	223	364
The Mother Bank, Portsmouth	-	-	-	3	4	4	Messina.
	-	-	-	5	5	2	Leghorn.
	-	-	-	2	-	-	Alicant.
	-	-	-	11	9	14	Gibraltar.
	-	-	-	11	-	-	Buccari.
	-	-	-	2	4	2	Trapani.
	-	-	-	1	-	-	Taganrog.
	-	-	-	4	6	3	Cephalonia.
	-	-	-	2	-	-	Fiume.
	-	-	-	16	5	3	Malta.
	-	-	-	1	-	-	Odessa.
	-	-	-	1	-	-	Port Mahon.
	-	-	-	6	5	9	Zante.
	-	-	-	1	2	-	Cette.
	-	-	-	3	-	1	Naples.
	-	-	-	3	1	3	Chioggie.
	-	-	-	1	1	2	Gallipoli.
	-	-	-	3	4	3	Malaga.
	-	-	-	2	-	-	Cadiz.
	-	-	-	1	-	2	Denia.
	-	-	-	1	1	-	Marseilles.
	-	-	-	1	-	-	Civetta Vecchia,
	-	-	-	-	1	-	Tarragona.
	-	-	-	-	1	-	Almazarrow.
	-	-	-	-	1	-	Brooklyn.
	-	-	-	-	1	-	Valencia.
	-	-	-	-	1	1	Alexandria.
	-	-	-	-	-	1	Palermo.
	-	-	-	-	-	2	Almeria.
	-	-	-	-	-	1	Genoa.
	-	-	-	-	-	1	Trieste.
	-	-	-	1	-	-	Bencoolen.
	-	-	-	1	-	-	Petersburgh.
	-	-	-	-	1	-	Jamaica.
	-	1 only suspected.	-	-	-	1	Havannah.
	-	-	-	-	2	-	New York.
	-	-	-	-	1	1	Trincomalee.
	-	-	-	-	1	-	Cape of Good Hope
	-	-	-	-	-	1	Bombay.
	-	-	-	-	-	2	Terra Vecchia,
	-	-	-	-	-	1	Gergenti.
		-	1	-	83	57	60
Falmouth	-	-	-	3	2	2	Trapani.
	-	-	-	1	2	2	Messina.
	-	-	-	1	1	-	Genoa.
	-	-	-	-	2	-	Trieste.
	-	-	-	3	-	2	Leghorn.
	-	-	-	2	-	-	Fiume.
	-	-	-	2	2	3	Cette.
	-	-	-	1	-	2	Zante.
	-	-	-	2	-	-	Malta.
	-	-	-	1	-	-	Almeira,

Appendix (H. 1.)

Number of Ships
which have per-
formed Quarantine
in England within
the last three years.

QUARANTINE STATION.	NUMBER OF SHIPS:						PLACE From whence they came.
	With Foul Bills of Health.			With Clean Bills of Health.			
	1821.	1822.	1823.	1821.	1822.	1823.	
Falmouth (continued.)	-	-	-	5	16	10	Gibraltar.
	-	-	-	1	-	-	Odessa.
	-	-	-	2	3	4	Gallipoli.
	-	-	-	2	1	-	Tarragona.
	-	-	-	1	-	1	West Indies.
	-	-	-	1	4	1	Alicant.
	-	-	-	1	-	-	Lecata.
	1	-	-	2	2	3	Malaga.
	-	-	-	1	-	-	Brazil.
	-	-	-	-	1	-	Cadiz.
	-	-	-	-	1	1	Cephalonia.
	-	-	-	-	-	1	Villa Nova.
	-	-	-	-	2	-	Naples.
	-	-	-	-	1	-	Cagliari.
	-	-	-	-	1	-	Jamaica.
	-	-	-	-	2	-	New York.
	-	-	-	-	1	-	Torriviza.
	-	-	-	-	1	1	Denia.
	-	-	-	-	-	1	Valencia.
	-	-	-	-	-	1	Salce.
	-	-	-	-	-	1	Marseilles.
	-	-	-	-	-	4	Smyrna.
	-	-	-	-	-	1	Marsala.
	-	-	-	-	-	3	Altea.
		1	-	-	32	44	44
Bristol	-	-	-	2	1	1	Malta.
	-	-	-	2	-	1	Trieste.
	-	-	-	6	3	3	Malaga.
	-	-	-	1	-	3	Catania.
	-	-	-	3	6	4	Odessa.
	-	-	-	3	5	4	Messina.
	-	-	-	1	1	-	Bay of Roses.
	-	-	-	6	7	4	Gallipoli.
	-	-	-	1	-	-	Terra Nova.
	-	-	-	1	-	-	Naples.
	-	-	-	4	2	1	Leghorn.
	-	-	-	1	-	-	Syracuse.
	-	-	-	1	-	-	Corfu.
	-	-	-	1	-	1	Jamaica.
	-	-	-	1	-	-	Lecata.
	nil.	nil.	nil.	1	-	-	Marseilles.
	-	-	-	1	-	-	Baltimore.
	-	-	-	1	2	-	Cephalonia.
	-	-	-	2	-	-	Valencia.
	-	-	-	1	3	2	Zante.
	-	-	-	1	-	-	Chesme.
	-	-	-	1	-	-	Alexandria.
	-	-	-	1	2	-	Seville.
	-	-	-	1	1	2	Carthagen.
	-	-	-	-	1	-	Cette.
	-	-	-	-	1	-	Aquilas.
	-	-	-	-	1	-	Smyrna.
	-	-	-	-	2	-	Bayonne.
	-	-	-	-	1	-	Cadiz.
	-	-	-	-	1	1	Palermo.
	-	-	-	-	2	1	Siculiana.
	-	-	-	-	-	2	Denia.
	-	-	-	-	-	1	Barbadoes.
	-	-	-	-	-	1	Marsala.
	-	-	-	-	-	2	Gibraltar.
		-	-	-	44	42	34
Milford	-	-	-	2	2	-	Adra Bay.
	-	-	1	-	-	-	Alexandria.
	-	-	-	-	1	1	Altea.
	-	-	-	1	-	-	Cephalonia.
	-	-	-	-	1	2	Gibraltar.

Appendix (H. 1.)

Number of Ships which have performed Quarantine in England within the last three years.

QUARANTINE STATION.	NUMBER OF SHIPS:						PLACE From whence they came.
	With Foul Bills of Health.			With Clean Bills of Health.			
	1821.	1822.	1823.	1821.	1822.	1823.	
Milford (continued.)	-	-	-	1	-	1	Leghorn.
	-	-	-	-	-	1	Malta.
	-	-	-	3	1	-	Malaga.
	-	-	1	-	-	-	Mogadore.
	-	-	-	1	-	-	Naples.
	-	-	-	1	-	-	Seville.
	-	-	-	1	1	-	Smyrna.
	-	-	-	1	-	-	Terravieja.
	-	-	-	-	-	1	Valencia.
	-	-	2	11	6	6	
Bromboro' Pool, Liver- pool	-	-	-	8	10	14	Smyrna.
	-	-	-	1	4	3	Saloe.
	-	-	-	1	-	-	Bay of Roses.
	-	-	-	1	1	-	Marsala.
	-	-	-	11	10	11	Malaga.
	-	-	-	1	1	2	Malta.
	-	-	-	1	-	-	Baltimore.
	-	-	-	1	-	-	Fogia.
	-	-	-	16	2	6	Palermo.
	-	-	-	-	2	3	Naples.
	-	-	-	4	-	1	Siculiana.
	-	-	-	-	2	-	Cephalonia.
	-	-	-	4	2	5	Genoa.
	-	-	-	-	2	2	Adra.
	-	-	-	9	7	8	Leghorn.
	-	-	-	-	1	-	Egoness.
	-	-	-	-	1	-	Trapani.
	-	-	-	6	1	-	Alicant.
	-	-	-	-	2	1	Altea.
	-	-	-	2	1	3	Alicata.
	nil.	nil.	nil.	1	-	-	Termini.
	-	-	-	-	-	2	Alexandria.
	-	-	-	20	19	10	Messina.
	-	-	-	-	-	1	Faro.
	-	-	-	2	4	10	Odessa.
	-	-	-	-	-	1	Terra Nova.
	-	-	-	9	6	18	Trieste.
	-	-	-	-	-	1	Calabar.
	-	-	-	2	4	3	Zante.
	-	-	-	1	2	1	Tarragona.
	-	-	-	6	2	7	Gergenti.
	-	-	-	3	-	-	Denia.
	-	-	-	14	12	10	Marseilles.
	-	-	-	2	-	-	Valencia.
	-	-	-	4	10	26	Gibraltar.
	-	-	-	1	-	1	Corfu.
-	-	-	1	-	10	Gallipoli.	
-	-	-	-	-	2	Bonny River	
-	-	-	-	-	5	Sierra Leone.	
-	-	-	-	-	1	Catania.	
-	-	-	-	-	1	River Benin.	
-	-	-	-	-	1	Zabea.	
-	-	-	132	108	170		

Custom-house, London }
14th April 1824.T. Whitmore,
Secretary.

Appendix, (H. 2.)

Appendix, (H. 2.)

Number of Ships
which have per-
formed Quarantine
in Scotland within
the last three years.

AN ACCOUNT of the Number of Ships which have performed Quarantine at the several Stations in Scotland, within the last Three Years; distinguishing those in each Year, and at each Station; those which arrived with Foul and Clean Bills of Health, and the Places from whence they came.

QUARANTINE STATION.	NUMBER OF SHIPS :						PLACE from whence they came.
	With Foul Bills of Health.			With Clean Bills of Health.			
	1822.	1823.	1824.	1822.	1823.	1824.	
Holy Loch, in the river Clyde.	-	-	-	1	-	-	Odessa.
	-	-	-	3	6	5	Marseilles.
	-	-	-	1	-	-	Malaga.
	-	-	-	1	2	2	Gibraltar.
	-	-	-	-	-	1	Genoa and Maddalena.
	-	-	-	-	1	-	Sardinia.
	-	-	-	-	-	1	Leghorn and Marseilles.
	nil.	nil.	nil.	1	1	1	D°, Naples and Sicily.
	-	-	-	1	-	1	Leghorn and Sicily.
	-	-	-	1	-	-	Naples, Sicily and Gibraltar.
	-	-	-	1	-	-	D°, Gallipoli and Palermo.
	-	-	-	-	1	1	Naples and Sicily.
	-	-	-	2	1	-	Sicily.
	-	-	-	-	-	1	D° and Malta.
	-	-	-	1	-	-	Malta.
-	-	-	1	-	-	Smyrna.	
Inverkeithing, in the Firth of Forth.	-	-	-	1	-	-	Tarragona.
	-	-	-	1	-	2	Leghorn.
	-	-	-	1	-	-	Gergenti.
	nil.	nil.	nil.	-	1	6	Gibraltar.
	-	-	-	-	1	1	Malaga.
	-	-	-	-	-	1	Sicily.
	-	-	-	-	-	1	Spain.
	-	-	-	17	14	24	

Custom-house, Edinburgh, }
1st April 1824.

E. Cuninghame,
Acting Secretary.

Appendix, (I.)

Appendix, (I.)

AN ACCOUNT of the Annual Amount of Quarantine Duties imposed by
Act 39 & 40 Geo. 3, c. 80.

Annual amount of
Quarantine Duties.

YEARS.					Gross Receipt of Quarantine Duties in Great Britain.			YEARS.					Gross Receipt of Quarantine Duties in Great Britain.			
					£.	s.	d.						£.	s.	d.	
1800	-	-	-	-	1,399	18	1	1814	-	-	-	-	18,327	8	11	$3\frac{1}{4}$
1801	-	-	-	-	5,910	-	$1\frac{1}{2}$	1815	-	-	-	-	17,298	18	5	$1\frac{1}{2}$
1802	-	-	-	-	7,328	18	$2\frac{1}{4}$	1816	-	-	-	-	16,316	8	-	$\frac{1}{4}$
1803	-	-	-	-	15,505	14	$5\frac{1}{4}$	1817	-	-	-	-	14,998	6	9	$1\frac{1}{2}$
1804	-	-	-	-	13,295	-	4	1818	-	-	-	-	23,499	1	5	$1\frac{1}{2}$
1805	-	-	-	-	13,272	12	$5\frac{1}{4}$	1819	-	-	-	-	23,393	6	8	
1806	-	-	-	-	23,370	14	7	1820	-	-	-	-	18,288	10	-	$\frac{5}{4}$
1807	-	-	-	-	10,424	16	5	1821	-	-	-	-	15,921	7	-	
1808	-	-	-	-	12,745	13	$2\frac{1}{4}$	1822	-	-	-	-	14,419	8	7	
1809	-	-	-	-	22,173	7	7	1823	-	-	-	-	22,082	1	3	
1810	-	-	-	-	20,211	8	$8\frac{1}{2}$	TOTAL - - - £.					371,513	2	7	$\frac{1}{4}$
1811	-	-	-	-	12,806	10	7									
1812	-	-	-	-	15,212	5	1									
1813	-	-	-	-	13,311	5	8									

Inspector-General's Office, }
Custom-house, London,
29th March 1824.

William Irving,
Inspector-Gen^l of Imports and Exports.

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Appendix, (K.)

Appendix, (K.)

AN ACCOUNT of Ships which have performed Quarantine at the several Stations in *Ireland*, within the last Three Years; distinguishing those in each Year, and at each Station; those which arrived with Foul and Clean Bills of Health, and the Places from whence they came.

Number of Ships which have performed Quarantine in *Ireland* within the last three years.

STATIONS.	NUMBER OF SHIPS.			Whether with Foul or Clean Bills of Health.	PLACES From whence they came.
	1821.	1822.	1823.		
Dublin - - -	33	-	-	-	4 from Alicant. 2 - Messina. 18 - Gibraltar. 7 - Malaga. 1 - Zante, and 1 from Sicily.
	-	24	-	-	6 - Messina. 1 - Palermo. 1 - Benecarlo. 2 - Alicant. 2 - Leghorn. 1 - Lacata. 1 - Tangiers. 4 - Gibraltar. 1 - Smyrna. 5 - Malaga.
	-	-	42	-	20 - Gibraltar. 5 - Smyrna. 3 - Palermo. 1 - Leghorn. 2 - Alexandria. 4 - Messina. 1 - Alicant. 1 - Sicily. 3 - Malaga. 1 - Lacata, and 1 from Trapani.
Baltimore - - -	6	-	-	-	Gibraltar.
	-	7	-	-	- D° - and Tangiers.
	-	-	3	-	- D° - and Malaga.
Crookhaven - - -	5	-	-	-	Smyrna and Malaga.
	-	4	-	-	Smyrna.
	-	-	4	-	Gibraltar.
Beerhaven - - -	2	-	-	-	Sicily.
	-	4	-	-	Gibraltar.
	-	-	2	-	Malaga.
Belfast - - -	16	-	-	-	8 from Alicant. 6 - Sicily. 1 - Benecarlo, & 1 from Odessa.
	-	20	-	-	12 - Alicant. 5 - Sicily. 2 - Baltimore. 1 - Marseilles.
	-	-	20	-	13 - Sicily. 7 - Alicant.
Cove of Cork - -	29	-	-	-	18 - Gibraltar. 3 - Messina. 1 - Alicant. 3 - Malaga. 2 - Baltimore. 1 - Naples, and 1 Trapani.
	-	37	-	-	31 - Gibraltar. 2 - Sicily. 2 - Malaga. 1 - Baltimore. 1 - Gallipoli.

Appendix, (K.)
Number of Ships
which have per-
formed Quarantine
in Ireland within
the last three years.

STATIONS.	NUMBER OF SHIPS.			Whether with Foul or Clean Bills of Health.	PLACES From whence they came.
	1821.	1822.	1823.		
Cove of Cork - - - (continued.)	-	-	38	-	26 from Gibraltar. 5 - Messina. 2 - Gallipoli. 2 - Smyrna. 1 - Leghorn. 1 - Alicant, and 1 from Alica.
Drogheda - - -	1 -	- 1	- -	- -	Gibraltar. Alicant.
Kilrush (a) - - -	6 -	- -	- 1	- -	2 from Palermo. 2 - Gibraltar. 1 - Malaga. 1 - Ivaza. Gibraltar.
Kinsale - - -	2 -	- 3	- -	- -	1 from Tangiers. 1 - Malaga. 2 - Sicily. 1 - Gibraltar.
Londonderry - - -	- 3 -	- 4 -	4 -	- -	3 - D° 1 - Leghorn. Alicant. 2 from D° 1 - Palermo, and 1 from Odessa.
Carlingford - - -	16 -	- 12	- -	- -	10 from Alicant. 3 - Leghorn. 1 - Palermo, and 1 from Smyrna. 1 - Gibraltar. 2 - Messina. 3 - Leghorn. 4 - Alicant. 2 - Smyrna. 1 - Tangiers.
Sligo - - -	- -	- -	12 1	- -	3 - Alicant. 2 - Messina and Catania. 3 - Leghorn. 3 - Gibraltar, and 1 from Smyrna.
Passage of Water- ford - - -	8 -	- 8	- -	- -	Gibraltar. 1 from Gallipoli, and 1 from Zante. 1 - Gibraltar, and 1 from Leghorn. 1 - Malaga, and 1 from Genoa. 1 - Trieste, and 1 from Baltimore. 2 - D° and Messina, and 1 from Trapani. 1 from Lacata and Palermo, and 1 from Leghorn. 1 from Marseilles, and 2 from Malaga. 1 - Leghorn, and 1 from Leghorn and Zante.

(a) A vessel from the coast of Africa was wrecked on the coast of this district in December 1823,
and the crew performed quarantine at Mutton Island.

Custom-house, Dublin, }
9th April 1824. }

C. J. Allan Mac Lean.

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Appendix, (L.)

COPY of a Letter from Sir Humphrey Davy, Pres. R. S. enclosing Resolutions passed at a Committee for considering the mode of preventing Contagion without injuring Cotton and Silk Goods.

Sir,

Somerset House, June 14, 1824.

I HAVE had some experiments made on the action of chlorine on silk and cotton; it appears from them that this substance cannot be used, in the smallest quantity, for fumigation, without injuring or destroying the texture of the goods.

Sulphureous acid gas, or the fumes of burning sulphur, or a heat below that of boiling water, do not appear to injure either cotton or silk; but there are no certain data to show that they destroy the contagious matter of plague, though it is very probable they do. This, however, can only be determined by experiments made on this matter in infected places abroad.

The Council of the Royal Society have appointed a Committee to consider this subject: their Report, which I shall have the honour to enclose, agrees with my views.

I am, Sir, your obedient humble servant,

Right Hon. Thomas Wallace, M. P.
&c. &c. &c.

H. Davy, President R. S.

3d June 1824.

AT a Committee for considering the mode of preventing Contagion without injuring Cotton and Silk Goods;—present,

The President, (in the Chair,)

Mr. Allen, Sir Gilbert Blane, Mr. Brande, Mr. Combe, Dr. G. Pearson,
Dr. Wollaston;

The Minute of the Council of the 20th of May last, appointing the Committee, was read.

Resolved,—That it is the opinion of this Committee, that chlorine cannot be employed for the destruction of contagious matter, in consequence of its injurious action on silk and cotton goods; but as neither sulphureous acid gas, nor the fumes of burning sulphur, act thus injuriously, and as goods may also be exposed, without injury, to a temperature below 212°, the Committee think that exposure to sulphureous acid, and to the above temperature, should be tried as means of destroying the contagious matter.

1874

11. Robertson College of the U. S. Marine Corps - 1954. Report on an investigation on the

the destruction of cottonseed material, in consequence of its injurious action on the soil and cotton crops; but as neither sulphurous acid gas, nor the fumes of burning sulphur, are thus injurious, and as goods may also be exposed, without injury, to a temperature below 212°, the Committee think that exposure to sulphurous acid, and to the above temperature, should be the standard test, when the damage is material." - *ibid.* at Appendix.

Atmosphere: Opinion that very important in every situation

THE UNIVERSITY OF CHICAGO

Index.

11. **Foreign Trade of the Country.** 1824.—Report from Committee on the Foreign Trade of the Country; dated June 14, 1824. (417.) Sess. Vol. VI. p. 165.

(Quarantine.)

N.B.—The *Figures* refer to the Page of the Report, Evidence or Appendix.

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1824.

T H I R D R E P O R T

FROM THE

SELECT COMMITTEE

APPOINTED TO CONSIDER OF THE MEANS OF IMPROVING

AND MAINTAINING

T H E F O R E I G N T R A D E

O F T H E C O U N T R Y .

L O N D O N P O R T D U T Y .

Ordered, by The House of Commons, to be Printed,

18 June 1824.

1824.

THIRD REPORT

THE REPORT

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THE FOREIGN TRADE

OF THE COUNTRY.

LONDON PORT DUTY

12th June 1824

THIRD REPORT.

THE SELECT COMMITTEE appointed to consider of the Means of maintaining and improving the FOREIGN TRADE of the Country, and to report their Opinion and Observations thereupon from time to time to The House;—HAVE, pursuant to the Order of The House, further examined the Matters to them referred; and have agreed to the following REPORT:

THE effects of the London Dock Duty, levied upon that part of the Commerce which is carried on in the Port of London, in augmenting the Charges, and thereby contributing to divert the Trade to other Ports, British as well as Foreign, has led Your Committee to inquire into the grounds upon which this Duty has been imposed, and whether any means of removing or alleviating the pressure of it, without burthen to the Public, could be suggested.

It appears, that in the year 1796 the increased Trade and Navigation of the Port of London, the want of Accommodation for the Shipping, and the Plunderage which took place in the river Thames, attracted the attention of Parliament, and led to the appointment of a Committee; to which it was referred, to inquire into the best mode of providing sufficient Accommodation for the Trade, and to consider the several Petitions which had been presented to The House for and against the construction of Wet Docks, Basins, Cuts, and other Works, for the greater convenience and security of Shipping and Commerce, and the better collection of the Revenue within the Port.

No legislative measure arose out of the Proceedings of this Committee; in the year 1799, however, the subject was revived and again referred to a Select Committee, which in the course of the same year recommended to The House, That a Bill for rendering more commodious, and for better regulating the Port of London, by the construction of the West India Dock in the Isle of Dogs, should be brought in without further delay. In consequence of this, an Act was passed in the 39th year of his late Majesty's reign, intituled, "An Act for rendering more commodious, and for better regulating the Port of London;" by which, powers were given for constructing a Canal and Wet Docks, &c. in the Isle of Dogs.

By the 134th section of this Act, it is enacted, "That in consideration of the greater accommodation and advantage which the several Works and Regulations, authorized to be made by the said Act, will afford to the Shipping and Trade of the Port of London, and in consideration of the great Charges and Expenses which will be occasioned by the making, building, erecting, and providing of the said Canal, &c. there shall be paid" (with some slight exception in favour of King's Ships, Coasters, corn-laden, small Craft, &c.) "to the King, from the 1st day of August 1799, during the term of fourteen years, Tonnage Duties;" which Tonnage Duties, by the 154th Clause, are directed to be applied

in reimbursing such Sums as shall be advanced out of the Consolidated Fund, for making Compensations under the provisions of the 152d Section ; and also for maintaining the Mooring Chains, paying the Salaries of Harbour Masters, and replacing the Monies which are to be advanced out of the Consolidated Fund in pursuance of the Acts, and of making a Fund for maintaining the Mooring Chains, &c.

By the 136th section of the Act, it is further directed, that, in consideration of the security, accommodation and dispatch which will be produced by means of the Canal, as a shorter and safer and more expeditious passage for Ships, to and from the Port of London, than the present circuitous and dangerous course round the Isle of Dogs, &c. &c. certain Transit Rates (as hereafter described) shall be paid by every Ship passing through the same, to commence from the expiration of three years next ensuing after the period at which the said Canal shall be first ready for use ; which Transit Rates are by the 155th section of the Act directed to be applied in the first place in paying such yearly or other sums of Money as are by such Act directed to be paid by the Corporation of London for Compensation in respect of the said Canal, for losses and deficiencies of Tithes, Taxes, Sewer Rates, and other Rates and Assessments ; and afterwards in defraying the necessary Charges and Expenses of attending, managing, regulating and maintaining, preserving and improving the said Canal, Cuts, &c. ; and in case and when the Monies so to be received shall be more than sufficient for those purposes, the overplus to form a Fund, the yearly Interest and Dividends upon which to be applied in the like manner ; and in case the yearly Income arising from such Transit Rates and Interest and Dividends shall be found to be more than sufficient for those purposes, the Transit Rates to be lowered.

Under the 151st section of the Act, 72,000 *l.* was advanced to the Corporation of London, as Trustees for the construction of the Canal, &c. ; which Canal, by the 83d section, is placed under the jurisdiction of the Lord Mayor for the time being, as Conservator of the river Thames ; and by the 168th section, the power of appointing Clerks, Collectors and other Officers, is vested in the Mayor, Aldermen, and Commons of the City of London in Common Council assembled.

By the 130th Section, Commissioners for managing the business of Compensations are appointed, and the necessary provisions are made by the Act for carrying its objects into effect.

In the same Session of 1799, a further Report was made by the Select Committee of the House of Commons, which was confined principally to a detail of the several Plans submitted to its consideration for the further improvement of the Port of London, and contained several recommendations in respect to them ; in consequence of this, an Act was passed in the 39th and 40th year of his late Majesty, intituled, “ An Act for “ making Wet Docks, Basins, Cuts, and other Works, for the greater “ accommodation and security of Shipping, Commerce and Revenue “ within the Port of London ;” under the authority of which Act the Wet Docks were constructed, known by the name of the *London Docks*.

By the 109th and 111th sections of that Act, in consequence of certain exclusive Privileges being granted to those Docks, by which part of the Trade would be necessarily diverted from the existing Wharfs, Quays and Warehouses, Compensation is directed to be made to Owners of such Wharfs, Quays, Warehouses, &c. and the amount of such Compensations and mode of Adjustment is assigned to the Commissioners appointed under the West India Dock Act, 39 Geo. 3, c. 69.

By

By the 112th and 113th sections of the Act of the 39 & 40 Geo. 3, c. 47, it is declared, that if the Tonnage Dues (which are the London Port Dues) to be levied under the last-mentioned Act for making Compensations shall be sufficient for the purposes of both Acts, no additional Dues shall be levied, but if on the contrary they should fall short, the Lords of His Majesty's Treasury are authorized by their Warrant to increase them in such a degree as may be necessary.

By the 119th section, the amount of Compensation to be paid is to be advanced out of the Consolidated Fund; and by the 122d section, the mode of reimbursement of such Advances is provided for in the like manner from the London Port Dock Duty, as in the Act of the 39 Geo. 3, c. 67.

In the year 1803, another Act was passed, intituled, "An Act for the further improvement of the Port of London, by making Docks and other Works, at Blackwall, for the accommodation of the East India Shipping in the said Port," which contains similar provisions and regulations in respect of Compensations, the Fund out of which they were to be paid, the mode of Reimbursement and final Liquidation.

By the Act of the 43 Geo. 3, c. 124, it is declared, that the Rates and Duties granted by the Act of the 39 Geo. 3, c. 69, and the several sums of Money advanced out of the Consolidated Fund were inadequate for the purposes intended, and fresh powers are given to levy additional Rates, which are charged with the repayment of the Advances to be made, and are to continue until such Advances have been reimbursed with Interest at 5 per cent, and a Fund to be established in the same manner as before provided for.

By the Act of the 39 & 40 Geo. 3, c. 47, and by the 8th section of the 43 Geo. 3, c. 124, the Lords Commissioners of the Treasury are empowered to purchase the legal Quays; which authority is further continued by the Acts of the 46 Geo. 3, c. 118, 47 Geo. 3, c. 60, 50 Geo. 3, c. 22, and 52 Geo. 3, c. 49; and upon reference to the provisions of these several Acts, it seems, although not distinctly expressed, that the Purchase Money which is authorized to be paid out of the Consolidated Fund was to be chargeable upon the Dock Duties, but no provision appears by which the Rentals were to be carried to the Credit of that Account.

The Amount of the Tonnage Dues payable by Ships and Vessels entering and departing from the Port of London is as follows:

First Class.—For every Ton burthen of every Ship or Vessel trading Coastwise, between the Port of London and any Port or Place in Great Britain, the Orkneys, Shetland, or the Western Islands of Scotland, for every Voyage both in and out of the said Port - - - - - 2 $\frac{1}{2}$ d.

Second Class.—For every Ton burthen of every Ship or Vessel entering Inwards, or arriving in the Port of London from Denmark, Norway, or Lapland (on this side of the North Cape,) or from Holstein, Hamburgh, Bremen, or any other part of Germany bordering on or near the Germanic Ocean, or from Holland, or any other of the United Provinces, or from Brabant, Antwerp, Flanders, or any other part of the Netherlands, or from France (within Ushant, Guernsey, Jersey, Alderney, Sark, Ireland, or the Isle of Man - - - - - 2 $\frac{1}{2}$ d.

And for every Ton burthen of every Ship or Vessel clearing Outwards in, or departing from the Port of London to any of the Countries, Parts or Places last hereinbefore mentioned - - - - - 2 $\frac{1}{2}$ d.

Third Class.—For every Ton burthen of every Ship or Vessel entering Inwards, or arriving in the Port of London from Lapland (beyond the North Cape,) Finland, Russia (without or within the Baltic Sea,) Livonia, Courland, Poland, Prussia, Sweden, or any other Country or Place within the Baltic Sea - - - - - 4 d.

And for every Ton burthen of every Ship or Vessel clearing Outwards in, or departing from the Port of London to any of the Countries, Parts or Places last hereinbefore mentioned - - - - - 4 *d.*

Fourth Class.—For every Ton burthen of every Ship or Vessel entering Inwards, or arriving in the Port of London from France (between Ushant and Spain,) Portugal and Spain (without the Mediterranean,) or any of the Azores, Madeira, or Canary Islands, or any of the United States of America, or of the British Colonies or Provinces in North America, or from Florida - - - - - 5 *d.*

And for every Ton burthen of every Ship or Vessel clearing Outwards in, or departing from the Port of London to any of the Countries, Parts or Places last hereinbefore mentioned - - - - - 5 *d.*

Fifth Class.—For every Ton burthen of every Ship or Vessel entering Inwards, or arriving in the Port of London from Greenland, Gibraltar, France or Spain (within the Mediterranean,) or any Country, Island, Part or Place within or bordering on or near the Mediterranean, or Adriatic Sea, or from the West Indies, Louisiana, Mexico, South America, Africa, East India, China, or any other Country, Island, Part or Place within, or bordering on or near the Pacific Ocean, or from any other Country, Island, Part or Place to the Southward, of 25 degrees of North Latitude - - - - - 7 *d.*

And for every Ton burthen of every Ship or Vessel clearing Outwards in, or departing from the Port of London to any of the Countries, Islands, Parts or Places last hereinbefore mentioned - - - - - 7 *d.*

The Exemptions from this Duty, are

1. Any of His Majesty's Ships of War :
2. Any Ship or Vessel the property of His Majesty, or any of the Royal Family :
3. Any Ship or Vessel coming to, or going Coastwise from the Port of London, or to any part of Great Britain, unless exceeding 45 register tons :
4. Any Vessel bringing Corn Coastwise, the principal part of whose Cargo consists of Corn :
5. Any Fishing Smacks, Lobster and Oyster Boats, or Vessels for Passengers :
6. Any Vessels or Craft navigating the river Thames above and below London Bridge, as far as Gravesend only :
7. Any Ship or Vessel entering the Port of London Inwards in Ballast, or going from the said Port Outward in Ballast.

Several Local Acts have been subsequently passed extending the Powers of the Commissioners of Compensation, and of the Corporation of London in respect of the Port, and granting further sums of Money in aid of the Improvement of the Port of London, which, being merely a continuation of the original design, need not be more particularly adverted to.

The Act of the 39 Geo. 3, c. 69, for making and maintaining the Canal across the Isle of Dogs, establishes the Transit Rates before adverted to, and directs the application of them towards the Expense of its Maintenance.

The following is the amount of Rate prescribed :

- 1st, For every Ship or Vessel loaden or unloaden, entering the said Canal, if of 200 tons or upwards, 2 *d.* per ton :
- 2d, If of 100 tons, and upwards 200 tons, 1 $\frac{1}{2}$ *d.* per ton ; and,
- 3d, If of 50 tons, and under 100, 10 *s.* :
- 4th, All Vessels carrying Sail, if of 20 tons, and under 50 tons, 5 *s.*
- 5th, And every Lighter, Barge, Boat, &c. rowed through the said Canal, 1 *s.*

Which Rates, from the period of three years from the date of its opening, have been collected and received by the Corporation of London, as Trustees, to be applied according to the direction of the Act.

The

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Appendix, (U.)

The Cost of the Canal in the Isle of Dogs, with the Locks, Gates, Bridges, &c. according to an account furnished by the City of London in January 1813, amounted to 168,812*l.* 13*s.* 11*d.*; and the total Expense of its maintenance has, up to the present time, exceeded its Revenues, although recently the Income has improved, and has enabled the Corporation to refund certain Sums taken from the Tonnage Duty Fund in aid of the deficiencies. That the Income would not cover the Expenditure, appears to have been anticipated by the Corporation at an early period: In the year 1808, they represented to the Lords of the Treasury, that the Amount of the Transit Rates to be collected annually, would fall short of the necessary Expenses of the Establishment; and the then Chancellor of the Exchequer having recommended a six months trial by way of experiment, it was undertaken; the fears however entertained by the Corporation were realized, and the Treasury was in June 1809 apprized of the fact by a Memorial from the Committee of the Port of London. This Memorial was answered on the 13th of July 1809, when it was stated to be the intention of the Lords of the Treasury, to propose to Parliament a Bill to enable them to dispose of the Canal and the adjacent Lands, upon the most advantageous terms that could be procured, either by public Auction, or by receiving sealed Tenders; that the Canal should be kept open for the transit of Vessels until otherwise disposed of, and that provision should be made for repayment to the City of the Money advanced, and to be advanced, for defraying the Expense of the Establishment. Advertisements were issued in consequence of this declaration, which produced offers from two bodies of Merchants desirous of treating for the purchase of the Canal, and the Lands connected with it, comprising, in the whole, about seventy-eight acres, sixteen acres of which are covered with Water, and appropriated to the Canal, Locks, Entrances, &c. The measure taken to dispose of the Canal was objected to by the Society of Ship Owners, who contended, that the Corporation of London had the means of rendering it profitable, by adapting it to the purposes of a Wet Dock, subject however to the transit of Vessels; and that by applying it to such an object, a considerable increase of Revenue might be obtained: they further represented their opinion to be, that a considerable reduction might be made in the Expenses of the Establishment, without lessening the means of facilitating the transit of Vessels through the Canal.

Appendix, (U.)

Appendix, (U.)

App. 2, in (U.)

The Committee of the Port of London resorted to legal opinions, to ascertain how far they were authorized to apply the Canal to other uses than the transit of Vessels; and being advised that they possessed such a power, Rates were accordingly established for Ships and Vessels lying up therein. Although by this measure, the Receipts were considerably increased, the expectations of the Ship Owners were not made good. The Income of the Canal continued to fall short of the Expenditure; and the Sums advanced out of the Consolidated Fund for the construction of the Canal, the improvement of the Port of London, and satisfying the amount of Compensations awarded, so much exceeded the amount previously calculated, that notwithstanding the Tonnage Duty on Shipping, imposed by those Acts for the repayment of such Advances, with Interest, has been doubled by the Act of the 43 Geo. 3, it has not produced more than sufficient to pay about 3 per cent Interest on the Capital advanced; nor is there much probability of the Loan being redeemed, or, indeed, of the Interest, at the rate of 5 per cent, as the Acts direct, being paid; still less of the establishment of a Fund out of the Receipts, the Interest upon which shall be equal to the payment of the Expenses of maintenance of the Port of London Establishment, consisting of Mooring Chains,

Appendix, (U.)

Chains, Harbour Masters, Officers, &c. to whatever extent the reduction of the Establishment may be carried.

The expectations upon which Provisions for these purposes were introduced, rested upon the extensive use that it was supposed would be made of the projected Canal for the passage of Shipping; and they appear to have been justified by the general impression of its importance, to the safety and convenience of Navigation entertained at the time. They have, however, in the result been entirely disappointed; whether owing to a change in public opinion—the amount of the Rates imposed—the Privileges granted to the East and West India Docks, or the introduction of Steam Vessels, very few Ships now avail themselves of the means of Transit afforded by the Canal; and it has, during the last years, been devoted to the purposes of a Wet Dock, from which the principal part of the Income has been derived.

From this circumstance, and the extent of the Advances made out of the Consolidated Fund under the several Acts before recited, a redemption by means of the existing London Port Dock Duty is rendered perfectly hopeless; and without the extraordinary interposition of Parliament, it will not be possible to relieve the Shipping, frequenting the Port of London, from a burthen which, in the first instance, was intended should only be temporary, but which, from unforeseen causes, has assumed the character of permanency. The Shipping Interests complain of this burthen, not only as affecting them heavily, but as affecting them partially. The objects which required the improvement of the Port of London, are said to have been general; the advantages not confined to the Shipping alone, but to belong generally to the Commerce of the Metropolis, and that therefore the burthen ought not to be imposed upon Shipping exclusively; on the other hand, it may be said, that although the Charge is a direct one upon the Shipping, that the Trade of the Port has indirectly contributed its fair Proportion, as the Charge is mixed up in Freight, and has thus been fully reimbursed to the Ship Owner.

Appendix, (U.)

Appendix, (A.)

The Purchases made by the Government of the legal Quays, &c. under the 44 Geo. 3, c. 124, amounted to 486,087*l.* 1*s.* 3*d.* which, in the Account delivered in from the Exchequer, has been charged under the head of Improvement to the Port of London; but those Quays, &c. being public Property, and no provision having been made by law for applying the amount of the Rentals towards the payment of Interest or future Liquidation of the advances made for them, it may be doubted whether such Advances ought to form a Charge upon the Port of London Dock Duty, the Rentals being in fact carried to the Credit of the Consolidated Fund.

It may be important to show what has been the amount of Advances made out of the Consolidated Fund towards the general purposes of Improvement of the Port of London, under the several Acts alluded to, and what has been the amount of the Revenues derived out of the Dock Duty Fund towards this Liquidation. With this object, it will be useful to state the amount in two ways, first, as between the Public and the Corporation of London, and Commissioners of Compensation, who are the Trustees for the Canal, and next as between the Public and the Shipping Interests.

Appendix, (A.)

In a document signed by Mr. Forster, dated Exchequer Office, 4th October 1823, it is stated that the total amount of Payments made out of the Consolidated Fund since the year 1798, by virtue of the several Acts for the improvement of the Port of London, and the construction of Docks therein, including the purchase of the legal Quays, is 1,711,685*l.* 16*s.* 11*d.*; in

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in this amount, however, is included 30,000*l.* advanced under the 47 Geo. 3, c. 31, to the West India Dock Company, which having since been repaid, although not appearing in the Account referred to, must be deducted, and leaves an amount of 1,681,685*l.* 16*s.* 11*d.*; of this amount 327,000*l.* has been paid to the Corporation of London towards the construction of the Canal, and improvement of the Port of London; 685,980*l.* 6*s.* 2*d.* to the Commissioners of Compensations, to satisfy Awards made in favour of Individuals; and 142,136*l.* 9*s.* 6*d.* for the amount of Compensation and Charges to Lord Gwydir, and others, in respect of Mooring Chains; 40,500*l.* for Salaries and Expenses in carrying the Acts into execution; and 486,087*l.* 1*s.* 3*d.* paid for the purchase of the legal Quays.

In stating the Account between the Public and the Corporation of London, and Commissioners of Compensation, it is necessary to deduct the sum of 486,087*l.* 1*s.* 3*d.* advanced for the purchase of the legal Quays, the amount of which did not pass through the hands either of the Corporation or the Commissioners of Compensation; and the further sum of 40,500*l.* advanced especially for Expenses of carrying the provisions of the Acts relating to Compensation into execution: 19,767*l.* of which was received by Mr. Tyrell; 12,767*l.* for Law Bills; and 7,000*l.* as Salary, he having filled the joint offices of Chief Clerk and Solicitor to the Commissioners of Compensation; leaving an amount of 1,155,093*l.* 15*s.* 8*d.* advanced out of the Consolidated Fund, to the Corporation of London and the Commissioners of Compensation, under the authority and for the purposes of the Acts.

To discharge that Amount, various Accounts have been delivered by the Remembrancer of the City of London; from which it appears, that the amount of the Cost of the Canal is 168,812*l.* 13*s.* 11*d.*; that the Sums paid into the Exchequer amount to 13,981*l.* being the proceeds of certain Lands sold, which were part of the original purchase for forming the Canal. These sums make together, 182,793*l.* 13*s.* 11*d.*

Appendix, (B.),
(C.), (D.), & (U.)

Appendix, (B.)

There has been disbursed, according to an Account delivered in on the 15th March 1824, for Compensation to Lord Gwydir, and others, in respect of the Mooring Chains, 65,461*l.* 16*s.* and 70,832*l.* 11*s.* 4*d.* for the interests of the Crown therein, amounting together to 136,294*l.* 7*s.* 4*d.* on account of the Mooring Chains; and 2,497*l.* 12*s.* expenses attending the Award, &c.; together 138,791*l.* 19*s.* 4*d.*

Appendix, (C.)

Appendix, (A.)

By the same Accounts, there appears to have been paid to various Parties under the authority of the Commissioners of Compensations, 677,382*l.* 8*s.* making a total of Disbursements of 998,968*l.* 1*s.* 3*d.* leaving a balance of 156,130*l.* 14*s.* 5*d.*

Appendix, (D.)

From this Balance is to be deducted the amount of Disbursements in laying down new Mooring Chains, &c. &c. an account of which will be found in the Appendix, under the head of Abstract of Receipt and Expenditure of Monies authorized to be advanced by the Acts of the 39, 42, 45 & 47 of Geo. 3, for making a Navigable Canal in the Isle of Dogs, &c.

Those amounts are exclusive of the Payments made by the Treasury to the Corporation of London towards defraying the Expense of the annual maintenance of the Mooring Chains, Harbour Masters, Officers, &c. which Advances in October last year amounted in the whole to 210,000*l.* as per Account rendered from the Exchequer Office, which, together with the 327,000*l.* make a total of 537,000*l.* which has been paid to the Corporation to be applied to the purposes of the several Acts for improving the Port of London.

Appendix, (E.) 1.

The Account of Payments and Receipts as between the Public and the Shipping Interest stands thus :

Amount of Monies advanced out of the Consolidated Fund, as per Account, from the Exchequer Office, dated 1825, (deducting therefrom the 30,000 *l.* advanced to the West India Dock Company, which has been repaid,) under the several Acts for the Improvement of the Port of London.

		£.	s.	d.
Charge	- - - - -	1,681,685	16	11
Deduct purchase of legal Quays	- - -	486,087	1	3
DISCHARGE :		£.	1,195,598	15 8
Total gross Receipts of Dock Duties, up to the 5th January last	- -	£.	841,422	10 4
From which is to be deducted, the Amount advanced to the Corporation of London for the annual maintaining the Mooring Chains, Harbour Masters Salaries, Establishment of Port of London, &c. which is a Charge on the Dock Duty	- - - - -	210,000	-	-
Making	- - - net	631,422	10	4
Paid by the Corporation to the Credit of the Consolidated Fund, for Lands sold in Isle of Dogs	- - -	13,981	-	-
			645,403	10 4
Leaving a Balance of general Payments and Receipts due to the Consolidated Fund, without reckoning Interest	- - - - -	£.	550,195	5 4

Against this, the Canal in the Isle of Dogs, and certain Lands, &c. thereto belonging, are the Property of the Public, which, to the extent of their Value, will diminish the Balance.

Such appears to be the state of the Account between the Public and the Shipping Interest, on account of which the Burthen at present borne by the Shipping and Commerce of the Port of London, under the name of the Dock Duty, is continued; and it is now to be considered whether any, and if any, what are the means of alleviating it.

It has already been stated, that it was at first expected that the Tax would be temporary, and that Demands, the extent of which were unforeseen, had rendered it permanent. This, however, does not alter the character of the Advances, which, having been made, which must be borne by those for whose benefit, and at whose solicitation the Improvement of the Port of London was undertaken; neither can the Committee feel the objections to the general application of the Rates to all Ships (subject to the Exceptions provided by law,) and particularly to the Ships going to load and discharge in the Docks, which may be said to derive no immediate advantage from the Mooring Chains. The advantage which such Ships do derive from them, appears to Your Committee to be in the generally improved Accommodation afforded to Shipping and Commerce of the Port of London by the formation of Wet Docks, &c. and it is to be observed, that those Ships may at any time avail themselves of the Mooring Chains, should they prefer the use of them, to the additional Payment to which they subject themselves by entering the Docks.

The

The Estimate of annual Disbursements by the Corporation of London for the maintenance of the Establishment, of the Mooring Chains, Harbour Masters Salaries, &c. &c. upon an average taken according to the preceding seven years, and stated in a Return made, is, 8,371*l.* 10*s.* 10*d.* The expense of this Establishment, as well as that of the Canal in the Isle of Dogs, amounting to 3,185*l.* appears to have attracted the attention of the Ship Owners of the Port of London, at as early a period as the 20th March 1810, and was animadverted upon by them in a Memorial addressed to the Port of London Committee of that date.

Appendix, (G.)

Appendix, (M.)

Appendix, (U.)

The Corporation of London in February 1814, deeming it necessary to apply to Parliament for additional Powers, were at that time equally impressed with the belief, that a Reduction might take place in the Establishment of Harbour Masters, by which it was then stated a saving of 1,200*l.* per annum could be effected, and a Clause was introduced into the Bill accordingly, which passed the House of Commons, but was withdrawn from the House of Lords in consequence of an opposition from the Ship Owners to certain parts of it. Another Bill having been introduced the ensuing Session, the Elder Brethren of the Trinity House objected to the Reduction of the number of Harbour Masters; this Bill also was dropped, so that no diminution in their Number has taken place, but a saving of 400*l.* per annum has been effected by regulating their Salaries upon a graduated Scale.

Appendix, (L.)

Appendix, (L.)

Appendix, (U.)

The death of the late Captain Snow, to whom a Pension of 350*l.* per annum, had been assigned, has relieved the Establishment from a Charge to that amount, and very considerable reductions may, without any injury to the Public Service, take place in several branches of the expenditure of the Port of London Establishment. The office of Surveyor of Mooring Chains, the Mooring Chains themselves being under the management of Mr. Marshall Superintendent, and of the Harbour Masters, might be dispensed with, by which a further saving of 300*l.* per annum might be made. The nature of the duty the Surveyor has to perform, according to the Returns made by him, is confined to the payment of the Wages and Expenses of the Harbour Service, and transmitting daily to the Harbour Masters Office at St. Katherine's, a Copy of the return of Shipping entered by the Lower Station Harbour Master, which appear to be Duties not in any way within the province of a Surveyor, and which ought to be performed by the Harbour Masters themselves, whose Clerk should in the first instance examine all the Bills, which should then be checked and certified by the Superintendent, afterwards examined at the Weekly Board of Harbour Masters, submitted to the Port of London Committee, and audited, and payment ordered by that Committee. With respect to the return of the Shipping entered by the Lower Station Harbour Master, it should be sent up by him at the close of every day to the Chief Office in St. Katherine's, by which the keeping of a double Account would be avoided. Should the services of a Surveyor at any time be necessary, (and it is difficult to understand in what respect, as regards the Mooring Chains, they can be required,) he might be called in when wanted, and paid for such attendance, care being had not to resort to him except in cases of necessity.

Appendix, (H.)

Mr. Hick,
Capt. Murray,
Capt. Ludlam.

Appendix, (I.)

The sum of 450*l.* appropriated annually for the expenses of the Members of the Port of London Committee, forms a head of Expenditure, which, if the subsequent recommendation of Your Committee is carried into effect, will of course be done away. That recommendation proceeds upon the impression, strongly supported by the evidence, that there is no sufficient reason why the Supervision of the Harbour Duties should be

confided to a separate Committee ; that the Duties might be with equal, if not more advantage, discharged by the Navigation Committee, appointed annually by the Common Council of the City of London, under whose immediate control, whatever relates to the Navigation of the river Thames, and its Conservancy, is placed ; should this Committee undertake the Duties now assigned to the Port of London Committee, a considerable saving would be effected.

There are many items under the general head of Disbursements which require revision, and which Your Committee have no doubt might be materially reduced, if a vigilant Supervision was in future applied to them. Although an opinion was formerly given by the Corporation in favour of a reduction of the number of Harbour Masters, and still entertained by one of the Witnesses, yet looking to the grounds on which it stands, and to the adverse opinion given by the Elder Brethren of the Trinity House, as well as the increase of the Shipping in the Port of London, Your Committee are not inclined to think that, without inconvenience, such a reduction would be practicable. As to the manner in which the Duties of these Officers are performed: it appears that the senior Harbour Master from bodily infirmity is no longer capable of active service, and it appears has long ago applied to resign his situation ; but from the want of a power to make a provision for him, he continues in office, by which the Trade is deprived of the more active services of a fifth efficient Harbour Master. It is also in evidence, that a House which was appropriated to the residence of the senior Harbour Master at St. Katherine's, and was occupied by Captain Snow in that character, has since been occupied by the Clerk to the Harbour Masters, an arrangement for which Your Committee see no sufficient reason, and which it would be desirable to alter by again applying the House to its original destination ; and Your Committee here cannot help observing, that the residence of the Harbour Masters generally upon, or as near as possible to their respective stations, is highly desirable and ought to be strictly attended to.

Mr. HICK.

In respect to the Canal, Your Committee are of opinion that the Sale of it would, on many accounts, be advantageous ; and as such is understood to be the intention of the Government, and that tender for the purchase has been actually made, it becomes unnecessary to enter into any detailed remarks on the Expenditure, although it may be stated generally that a considerable reduction in the Disbursements and diminution in the Establishment might, in case of such Sale not taking place, be made, by assigning the general superintendence of the Canal to one of the Harbour Masters, which Duties might be discharged by him, in addition to the service of the River, without inconvenience, and appropriating the House now occupied by the Surveyor to his residence.

In considering the Sale, a question will arise relative to the condition of preserving it still as a Passage for Ships, if Masters of Vessels should be hereafter disposed to make use of it. The purpose to which it would be applied, if sold to the West India Dock Company, is that of a Wet Dock, and it must be obvious that the reservation of the right of Transit cannot fail to have the effect of very much diminishing its value in that respect, and in the same proportion rendering the Sale less productive to the Public. Whatever possibility there may be of Ships, after the expiration of the Charters of the several Dock Companies, availing themselves of it, Your Committee considering the little use that has been recently made of it, and that Ships of all sizes have so habitually gone round, that scarce a loaded Ship has for years passed through it, cannot be of opinion that the chance of its being used in future, (unless relieved from all charge for
Transit,

Transit, and the whole sum laid out given as a boon to the Shipping of the Port of London,) is such as would render it expedient to forego the most advantageous mode of selling the Canal for the sake of reserving the Transit; and Your Committee do not think the reservation in question is of sufficient value to the Trade, to compensate for the loss in the Sale that would be occasioned by it to the Public.

From the practical Reductions which have been suggested in the Port of London Establishment, and looking to the diminished Expense which may be confidently expected from a vigilant superintendence, it may be estimated that about 5,000*l.* per annum would be a sufficient Allowance. If, in addition to this, the sale of the Canal should take place, the amount of the Purchase which would be carried to the credit of the Consolidated Fund would so far diminish the Debt created, and lessen the sum annually charged upon the Dock Duties applicable to the maintenance of the Port of London Establishment.

In thus laying before The House the result of the Examination of the London Port Duty, the amount of the Sums advanced by the Public on account of the improvement of the Port of London, and those which have been repaid, with their conviction of the little chance which exists of the Receipts ever becoming such as to realize any of the hopes originally entertained, Your Committee cannot but express their sincere regret that they are unable to suggest any means of removing or alleviating the burthen imposed by it, except such as are to be found in the reduction of Expense, and the sale of the Canal; they regret it the more, because, while they are neither insensible to its bearing upon the prosperity of the Port of London, the security of its Trade, or the success of those measures by which it has been sought to render this Country a general depository for the reception and transit of the Merchandize of other Nations, they believe the difficulty to have arisen from the excess of Compensations awarded to particular Interests, far beyond any computation that could have been formed; they still feel, that local improvement must be provided for by local resources, and that any proposition to relieve the Shipping Interests of London from the Burthen to which they are subjected for the improvement of the Port, would be to provide for the advantage of a particular Port at the national Expense. However important the interests of the Port of London may be, the same claim would, in point of justice, be equally applicable to every Port of the United Kingdom; and it would be a manifest partiality, to apply the Public Purse to the improvement of the Port of London, while every other Port is left to bear the burthen of its own Improvements, and to find the remuneration for them only through the increased advantages afforded to the mercantile Interests connected with it.

18 June 1824.

From the practical reductions which have been suggested in the Port of London Establishment, and looking to the diminished Expense which may be confidently expected from a vigilant superintendence, it may be estimated that about 5,000,000 per annum would be a sufficient Allowance. It is addition to this, the sale of the Canal should take place, the amount of the Purchase which would be carried to the credit of the Consolidated Fund, and which would be applied to the improvement of the Port of London, and the Dock, and the other works, and the main-tenance of the Port of London Establishment.

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MINUTES OF EVIDENCE.

LONDON PORT DUTY.

Martis, 1^o die Junii, 1824.

The Right Honourable **THOMAS WALLACE**, in the Chair.

Captain Alexander Murray, called in; and Examined.

WHAT is your situation?—I am second harbour master in the port of London.
How long have you been in that situation?—Nearly ten years, since 1814.

*Captain
Alexander Murray.*

How many harbour masters are there?—Five.

(1 June.)

State to the Committee what the duties of the harbour masters are?—The duty of the chief harbour master is to superintend the whole, and to be at the office from the morning till night; that is, during the day-time; to be upon the river on the flood, and to inspect the whole of the duty.

What is the duty of the other harbour masters?—There are two stationed on the upper stations, from London Bridge to Radcliffe Cross, and from Radcliffe Cross to Bugsby's Hole, being a reach which is so called.

What are the duties you have to perform upon those stations?—We have to take the arrivals of all the shipping, to order where they are to go, to take their names, and to state whether she be a ship, a brig, or a sloop; to state the captain's name, where she is come from, and if she does not go into the Pool we order her to a birth, and to take the pilot's name; and if she be going into the West-India or London Dock, in that case we do not order her any where, because she is to go into the West-India or London Docks.

You first of all take the account?—Yes.

What do you do next?—We order them into different tiers; for instance, the foreigners are to go amongst the foreign vessels; we order them into the stations which they are to take in the river, where we think there is water for them to lie.

When that is done, do you make any return of these ships?—I go ashore at half-tide or before to the canal, and when I am ashore at the canal my boat is employed in ordering and taking the names of the ships that pass by, and I attend to put through any ships that come in or to put out any that go out of the canal, and after high-water the boat returns on shore, and on the lower station we enter them in the book of entries. I write them in myself, or whichever harbour master is there does it. Upon the upper station it is given to the harbour-masters clerk, and he enters them.

Is there any return made of these to any other officer?—I do not believe there is now, but there used to be formerly.

There is nothing beyond the entry in the book of the harbour master, and in the book at the lower station?—As I enter it in the book at the lower station, it is then copied off by the lock-keeper there under the direction of Mr. Mountague, and sent next day to the upper station, where it is entered in one large book, and there it remains.

For what purpose is this entry made in the large book?—As I have understood, it was made for the purpose of ascertaining the quantity of shipping that comes into the river, and to put down where the ships should go to.

How many harbour masters are there?—There are five.

What is their attendance?—We attend at tide time; there are generally two on and two off, as we thought that was most convenient; that is to say, one at each station; there are two for each station. Now I am out at all times in the morning when the tide comes round.

Captain
Alexander Murray.

(1 June.)

Is there any difference between those who attend at the higher and the lower station?—None at all.

What, in point of fact, is the attendance of the harbour master?—I can only speak for myself.

Cannot you speak for the others?—It is very difficult to do that.

Can you speak from your own observation what they do?—I have thought they might have attended better.

Are there no minutes kept, or is there no book in which the attendance of the harbour master is noticed?—Yes, there is a minute book and one of bye-laws; and in the first every harbour master is to put down correctly the time he has been on duty, what places he visits, and to make a return, and if after tide, with a return of the shipping and their arrival, and distinguishing those downwards bound as far as possible. We are ordered to attend so many hours upon the ebb to take those coming down.

Is this book accurately kept?—I could swear to my book.

Do each of the harbour masters keep a separate book?—No, there is one at the upper station, and another at the lower.

Is your station at the upper or the lower?—At the lower station. There is Mr. Cousens and Mr. Rowland at the upper station.

Is the book in the possession of the harbour master for inspection?—It is in Captain Ludlam's, who is the senior harbour master.

Do the harbour masters make the entries themselves?—They ought to do it themselves.

Is there any means of ascertaining how far those entries are accurate, or otherwise?—I do not know; I do not know how one can ascertain that; they enter them in their name, as no other is suffered to put any thing down but the harbour master.

Are the attendances so far as you have been able to judge, that are entered into that book an inaccurate description of the attendances that actually take place?—I do not think it is so correct as it might be.

How are the harbour masters paid?—Captain Ludlam has 500*l.* a year; he is the senior: I have 400*l.* a year; Captain Fisher, who is a captain in the navy, has 350*l.* a year; Mr. Cousens, who was an Indian officer, has 300*l.* a year; and Mr. Rowland has 250*l.* a year.

Are they paid by the City of London?—No, they are paid out of the tonnage duty. The City of London pays us nothing at all, but they have the patronage as conservators of the river.

Now from the manner in which the duties are done, does it appear to you consistent with the performing the same duty that is now performed that a reduction of the number of harbour masters should take place?—No, I do not think the business of the river could be done if attended to, from the increased and increasing number of the shipping.

Could it be done as it is at present?—Captain Ludlam might possibly speak to that.

But the Committee must inquire of more persons than one; has Captain Ludlam any superintendence over the performance of the duties?—He is very infirm from ill health; he has been a number of years in the service; he has been in the service ever since it was first established.

Is it consistent with the due performance of the duties that it should be done by a person that is infirm?—No, it should be done by a person of activity I should think.

He is obliged to be actively employed among the shipping, is he?—He ought always to be keeping an eye to see others doing their duty.

Has there been any application made by him to be superannuated?—Yes, I believe so.

Are there any means to superannuate him?—None whatever.

Then, in point of fact, his situation deprives the public of the benefit of a fit harbour master?—He is infirm from ill health, and it is to be supposed that the committee indulge him on account of his long servitude. It is a great wear and tear of the constitution, if proper attention be paid to their duties.

He is not in a situation to perform his duty?—He is infirm.

Is not the effect of that to deprive the public of the benefit of a fifth harbour master?—To a certain extent; there is nobody that does his duty.

Then is it left undone?—It is done as well as his health will admit.

Who is your colleague?—Captain Fisher, of the navy.

How do you take the duty, is it alternately?—It is by two days and two days.

State

Captain
Alexander Murray.

(1 June.)

State what is the duty which you actually perform when you are upon service?—I go upon the river before low water, when I have time from the tide suiting, to look round to see that I may be able to place the ships in a proper situation when the fleet come up at flood tide; I take a lead and line with me, and sound at different parts, and make remarks.

How many hours in the day does that occupy?—It occupies me a short time at different periods; for instance, now to-morrow morning I go on at three o'clock, and go off at seven possibly, and with the wind easterly should remain on till high-water in the evening, and that is for two days successively.

Do the other harbour masters perform that duty in the same way?—That I cannot say.

You do not know how the duty is performed by the other harbour masters?—I think it might be done better, as I said before.

What are your directions by the bye-laws as to the duties of harbour masters?—That we are to go on to alternate duty at low water, and there is an order of the committee to that effect.

Are those orders, as far as they go, complied with?—I should hope so.

Are they in point of fact?—I cannot say they have been so satisfactorily complied with as I thought they might have been.

Where do you reside?—At Greenwich; I removed from Rotherhithe.

How far is that from the place where those duties are performed?—It is in the centre.

Where does Fisher live?—He lives at Greenwich too, although he was upon the upper station for some time.

Where does the other live?—Mr. Cousens lives at Greenwich.

At what distance from his station?—Two miles; at Radcliffe Cross, where his station begins, it is two miles to Greenwich.

Where does Rowland live?—At Mansell-street.

Near his station?—It is near a mile from the harbour office.

Is the attendance upon the river to such a degree as is necessary with the due performance of the harbour master's duty consistent with such distance from the station?—Not at all; it is highly inconvenient; I have made repeated mention of it. The first harbour master should live at the office, and should be there to give orders in case of a ship taking fire, or any other casualty, which has happened frequently since I have been upon the station. It is proper that every harbour master should live upon his station as near the water-side as possible.

Do you think that if they were to live near the water-side, and to perform their duties, that the number of people is more than sufficient for the performance of the duty?—No.

What is the situation of Mr. Mountague?—He is surveyor; he is also surveyor of the canal, and manages for the port committee, and assumes control over the harbour service.

Where is he residing?—At Blackwall, at the station belonging to the canal.

It is under the direction of the port of London committee?—Yes; he is the general superintendent and surveyor, as well as the city surveyor, and he lives at the canal.

What duty has he to perform with reference to the harbour masters?—I do not know any he has to perform but what might be done by a harbour master.

You stated that the harbour master of the lower station made some entries?—Always.

Under his directions?—No; for the information of the committee the book is sent to be laid before the committee every month; he had a person who conveyed it to town, a lock-keeper under his directions.

He is appointed by the corporation?—No, by the committee; he is merely a yearly officer; he was clerk to the harbour master formerly, with a salary of three guineas per week.

What duties does Mr. Mountague perform, with reference to the superintendence?—The superintendence is performed by Mr. Mountague; he is called the superintendent of the canal.

What are his duties as such?—He receives the rents of the ships that lie up, orders repairs to the banks that want repairs, and sees that the mud is taken out of the canal; these matters are all under his direction, although part of that duty belongs to the harbour master.

Captain
Alexander Murray.

(1 June.)

— Could that duty have been performed as easily by the harbour master himself?—Certainly; he has a boat and two men.

What is the nature of the representations that you have at any time made upon the subject of the performance of the duties of harbour master?—I have complained to Captain Ludlam, and in fact the committee was to have had one of them before them the other day on account of non-attendance.

You have frequently had occasion to make those representations to Captain Ludlam?—To Captain Ludlam I said, “how came this gentleman not to put down so and so?” and they said, “that is a matter to ourselves and not to you;” and I said, “we shall all feel it by and by.”

That is, you referred to the entries in the book, which could not be correct to your knowledge at the time?—Exactly so.

Has that gone on for a considerable time?—For some years.

Did Captain Ludlam take any steps upon that?—None whatever, to my knowledge.

Do you know whether your complaints or representations were ever brought under the notice of the committee by Captain Ludlam?—Never, I believe. I made several remarks, such as I thought necessary, as to the expenditure of the canal, and I thereby made the surveyor my enemy, and I found I might as well put my head in the fire; and there was the late Sir Henry Thomson, that died in the King’s Bench prison the other day, who began with Mr. Mountague about the expense of the canal; I joined Sir Henry, and said it was very wrong; and Mr. Mountague turned against me, and instead of going on against Mountague, Sir Henry impugned the committee, and they said, you have not done your duty; they wrote to the Trinity-house, and they confirmed that he had not done his duty, and the Lord Mayor broke him: he was a harbour master.

What were those representations that you made upon the subject of Mr. Mountague’s conduct, and the expenses of the canal?—It was what Sir Henry Thomson put down at that time, which I do not recollect.

The general purport?—It was something about the removal of the mud, and other matters that belonged to the canal.

Does it appear to you that the expenses of the canal are greater than they ought to be?—Yes; I think there might be a saving in taking the mud out; and there might be several other deductions made.

Does Mr. Mountague keep all the accounts of the canal?—Yes, and all the harbour masters accounts; and he pays our men. Every thing goes through his hands; the whole of the management of the canal.

Would not that be more the duty of the chief harbour master?—No doubt; with the exception of the canal.

Could he perform those duties consistently with his own duties?—The second harbour master might; he living upon the canal; and the chief harbour master living at the upper office.

What are the duties of the harbour master upon the canal?—The taking in ships and putting them out; the arranging as to passing in craft at tide-time, and putting them out.

Does Mr. Mountagu exercise any superintendence as to the performance of the duties of the harbour masters?—He does as he pleases with the men; he engages and discharges them if they offend him; he takes them as he wants them.

Are there any other duties which Mr. Mountague has to perform, that might not be performed by one of the harbour masters?—Not any that I know of; I think all the charges and expenses of the river ought to be laid before the harbour masters, for the Board to see what chains ought to be laid down, and to regulate the expense; and the contracts for every thing should be advertised.

Are not the contracts now publicly advertised?—I have not seen them.

Is there not a Navigation Committee in London?—There is.

Is the committee for the port of London a part of that committee?—No; it is distinct from that committee; but it makes us feel very awkward, for they interfere with the duty at times, with each other: if, for instance, I see any encroachment upon the river, and state it, they say it is a matter that belongs to the Navigation Committee; or if I find that any one has been throwing mud into the river, in like manner it belongs to the Navigation, and not to the Port Committee; so that the latter have no control over nuisances.

Is there any reason why the Navigation Committee should not perform the duties of

of superintending the port of London in the way the London Port Committee does?—Not any.

Do you think it is consistent with their other duties?—I should think it might be done.

Would the effect of that be to prevent the clashing of those authorities as you describe?—Yes; most certainly.

What are the duties of the committee of the port of London, with respect to the management of the business of the Thames?—They have all the direction of the harbour masters; they have to superintend their conduct; they have to direct the fixing of buoys, and fix the moorings in the river.

Of whom are they composed?—Of tradesmen.

Have any of them any acquaintance with the port, or the duties of managing the river?—I think not; they are mostly all tradesmen.

Who was the last chairman?—The last chairman was Mr. Hick.

What is he?—A hatter.

Who was the chairman before him; and what was he?—He was Mr. Farrance, I think; or Mr. Crook.

What was he?—He was an auctioneer.

What is your present chairman?—He is a chemist or a druggist; his name is Mr. Price.

How are the committee appointed?—There are one out of each ward.

How are they elected?—They are chosen by the ward, and appointed by the common council; they take it in turns: one-third, I believe, goes out every year.

How are the harbour masters appointed?—By the Lord Mayor of London for the time being.

Are they not generally persons that are acquainted with shipping, and the management of shipping?—The next to me is Captain Fisher, who has been brought up in the navy; and the next, Captain Ludlam, brought up in the merchant's service.

How is the Navigation Committee composed?—In the same way; of tradesmen.

What are their duties?—They visit the different places called the boundaries of the city.

What is the object of that?—To see that there is no encroachment in the navigation; and that there are no encroachments, such as jetties or piers, upon the river.

What is the establishment upon the canal?—The establishment upon the canal is, that of Mr. Mountague and certain men.

What establishment has he?—He had a larger establishment there, till Sir Henry Thomson stirred about it, and then it was reduced.

What people has he to perform the duties under him?—There are fourteen, consisting of carpenters and labourers.

Has he any horses upon his establishment?—Yes; there are two or three horses; they are contracted for I understand.

What ships go through the canal?—As to going through the canal I can state that there are very few go through.

Do you recollect the canal being originally made?—I do.

Were you connected with the port of London at that time?—No; I was not.

The intention of it was, that it should avoid the navigation round the Isle of Dogs?—It is a very excellent thing with the wind northerly or southerly.

But it has been very little used?—Yes; it has been very little used.

Now what is the reason of its having been so very little used?—When it was more free for three years, they used to send a great number of colliers and other vessels that way; but since they have to pay, they prefer going round.

Do the large ships ever come there?—Very seldom.

What is the reason of that?—The West-India and East-India Dock privileges; but there are a number of steam boats that take large ships up and down the Pool.

Is that more convenient?—Yes, undoubtedly.

Do you think that there is any greater probability now in consequence of the exclusive privileges of the different docks expiring; do you think that there is any greater probability of large ships coming through?—No; since steam-boats are used for towing.

You think they prefer the passage round?—Yes.

And are likely to do so?—I am afraid it is so.

If you had a ship of your own, what should you do?—I should take a steam-boat to carry her round.

Captain
Alexander Murray.

(1 June.)

Captain
Alexander Murray.

(1 June.)

To what purpose is the canal particularly applied at present?—To lay up ships and craft.

Is it of much value to lay up ships?—Yes, it would be so, provided there had been posts put down when first made; for if the skids of a vessel with a fine copper bottom move off suddenly, they rub against the bank and spoil their bottoms.

Do you remember when it was said to be the intention of Government to sell the canal?—Yes; I have heard some account of that.

What do you think of that; would it be desirable?—I should think as an honest man, that the best thing they could do would be to sell it.

Do you think that if they did sell it there would be any use of preserving the transit, considering that large ships are not in the habit of going through?—I think not; I do not know an instance of a laden ship that has come through for a long time.

Is there not such an office as that of a superintendent of mooring chains?—There is such an officer, called Matthew Marshall.

Would not the duties of that office be as well or better performed by the first harbour master?—No; I do not see that it would, as this man ought to see the chains put down, and the moorings properly laid; the chief harbour master could not go about to the different places. He might order with the rest of the harbour masters where they are to be laid.

Does he not perform his duty under the directions of the harbour master?—No; Mr. Mountague has the direction of Mr. Marshall chiefly.

What are the duties he performs?—Laying down chains, moorings and buoys upon the river for mooring ships.

Is not that under the direction of the harbour master?—No; it ought to be, but it is under the direction of the surveyor.

But the office of superintendent could not be dispensed with?—There must be somebody.

Should not the superintendent be the person to direct that himself?—Clearly so.

Then there can be no occasion for a second person?—There is no second person.

Yes, there is a surveyor of the harbour masters and the superintendent; you think that the latter could not be dispensed with?—I think there must be a person to put down the chains, and he ought to be under the direction of the harbour masters.

Is that the case at present?—No; it is not.

Under whose directions is it?—He comes to the committee, and Mr. Mountague is there, and he draws up the moorings and plans.

But you think it ought to be under the directions of the harbour masters?—Yes, it ought to be so; there is no doubt of it.

Has it appeared to you that the expenses of the port of London establishment was susceptible of considerable reduction?—I have thought so.

What reduction has it struck you might take place without injuring the service?—I should do away with Mr. Mountague's office entirely; that would save a great deal of money as to the superintendent at the canal; and I would put it under the direction of a harbour master, who I think might save a great deal in regard to the clearing the canal of mud, and other things that have come within my knowledge.

Is that the only office you think could be dispensed with?—I do not know any other office at present that could be dispensed with.

Do you think, by dispensing with that office, besides the saving that would be made of the salary of the office, that it would lead to a saving of much expense beside?—I should think so.

In what way?—By every thing being contracted for, and every account being laid before the harbour masters previous to going before the Port Committee, that they may investigate every thing that is done before being paid.

Who audits the bills; is it Mr. Mountague?—I cannot say.

Are the entries of shipping at the lower station transmitted to Mr. Mountague daily?—Yes; there is a small office which we call the Canal Cabin. After tide I enter in a book the ships for that tide, the names of the arrivals; which book is carried to the canal office and copied by Mr. Hall, the lock-keeper, and sent by Mr. Mountague to the upper office in St. Catherine's next day.

Is there any reason for that account going through Mr. Mountague, and would it not be as easy to send it direct to the office through which it is to go?—Most certainly.

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By that means a double account might be saved?—Certainly; unless it is in a late tide, when you could not do it the same day.

It could be done next morning then?—Yes.

There need not be that double account?—Not at all.

Have you heard of any complaint of the ship-owners or others of the manner in which the duties of the harbour masters have been performed?—I have often heard complaints.

Recently?—Not very recently.

What did they complain of?—The want of attendance and the obstruction in the navigation of the river, which proceeds from the great increase of shipping.

Did any of those complaints go to the committee, do you know?—I really cannot say; I think some have gone.

What did the committee do; did they take any steps upon it, do you know?—Yes, one was a complaint about stopping foreign vessels below, by Mr. Hall and several other brokers, which have since been allowed to come up into the Pool.

How long is it since that complaint was made?—I really cannot say; it is several months ago.

Within this twelvemonth?—Yes; within this twelvemonth.

Captain
Alexander Murray.

(1 June.)

Veneris, 4^o die Junii, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

George Lyall, Esq. Chairman to the Society of Ship-owners, called in;
and Examined.

WILL you be so good as to state any representations that have been made within your knowledge by the ship-owners in reference to the London port duty, and what the effect of that duty is in the opinion of the ship-owners upon the trade of the port of London?—Frequent representations have been made by the committee of ship-owners for the removal of the duty altogether, considering that the object for which it was originally levied has been fulfilled.

George Lyall, Esq.

(4 June.)

In that answer what do you contemplate is the precise object for which that duty was imposed?—The ship-owners have understood that the object for which the duty was imposed was principally to defray the expense of the construction of what is called the City Canal, which was intended as a passage for ships to avoid the more circuitous one by the river round the Isle of Dogs, but I believe it has never been used for that purpose, and therefore with a view to the object for which it was constructed it has been entirely useless.

Do you think there is any probability in case of the expiration of the East-India-Dock charter that large ships would be ever likely to come through?—No, I should think not.

Have the ship-owners at any time made representations to the London Port Committee upon the subject of the expenses, and with a view to the reduction of the expenses?—That I do not know, but I will ascertain it.

Would the ship-owners consider as a matter of great relief to them the removal of the duty?—Yes, they would consider it a great relief; I may add that they have always deemed it a very grievous and unnecessary imposition.

Is there any thing in the mode in which the duty is levied that they conceive to be objectionable?—I am not aware of any, but there may be such.

It rests merely upon the amount of the duty paid?—Yes, for the reasons I have already stated.

Have the committee of ship-owners at any time made representations upon the manner in which the duties of the harbour masters are performed?—No, I am not aware of that.

There have been no complaints with respect to the state of the river at any time?—No, I am not aware of that, but I will make inquiry. I beg leave to add, that, as chairman of the ship-owners society, there is no point connected with the interests of the shipping upon which I have been more frequently applied to than the obtaining of the removal of this charge.

Captain Anthony Ludlam, called in; and Examined.

*Captain
Anthony Ludlam.*

(4 June.)

YOU are the senior harbour master I believe?—I am.

Will you be so good as to inform the Committee what is the nature of the duties you have to perform in that character?—The nature of the duty of the first harbour master is to superintend the whole duty afloat, and to attend at the office for public business, to attend all committees of the corporation, and generally to look after all business connected with the shipping of the river.

What has been the length of your service?—Twenty-four years and upwards; this is the twenty-fifth year.

What has been the length of the service of the other harbour masters?—The next has been ten years, that is Captain Murray; and the other has been three or four years; the two last have been, one four and the other three years, I should think.

Have you, at any time in your situation of senior harbour master, made any representations to the committee of the port of London, in respect to the manner in which the service has been performed?—I have made no observations to the Port Committee upon that, and have had no reason.

Have you not received frequent complaints of the manner in which the service is performed?—Not of the manner in which it is performed; but there are continual complaints made upon the most trivial things in the world. They think a harbour master has a power beyond a human being to set matters to rights; but I have had no complaints in particular. The brokers complain to the committee; and when we examine we often find we cannot rectify it: we have been complained of for not distributing the shipping properly. There is one class of shipping, the colliers, and they must lie as they do at present, and that is in the situation of the lower Pool; and they are now so increased in number that they fill up the lower part of the Pool very often, and make the navigation narrow, and we are under the necessity of keeping sixty to eighty, or one hundred, below at Blackwall, or out of the Pool. On the other hand, the upper part of the Pool gets crowded at times, from the great quantity of vessels in the coasting trade, and small foreigners, so that the brokers are continually desiring them to be brought up as high as possible to the Tower; that has caused some observations to be made of the harbour masters not properly distributing the shipping in the river; but if it were so, the wharfingers and the brokers would be perpetually complaining to the corporation or the Lord Mayor that we keep the vessels too far from their business; that accounts in some measure for the observations that we have not distributed them properly.

When those complaints were made to you at different times, did you lay the names of the complainants before the committee?—We do not lay them before the committee, but go out and see if we can remedy them, and do as far as practicable; we conceive it to be our duty to regulate the shipping as much as possible in the river.

You have not had complaints of the other harbour masters as to their duty being neglected, are there no complaints of them from the trade?—There have been no complaints made to me except from one gentleman, Mr. Murray; he sometimes says he does not think they do their duty.

But you have never thought it of importance enough to make any statement to the committee, have you?—I never did any thing of the kind, as I had no reason whatever to do so.

Have you ever made any representation to the committee upon any subject connected with your duties?—I make a monthly report as to how it is conducted, as by such and such gentlemen, or as to their duty upon such and such points. There are two different stations.

Have those reports ever called forth any observations upon the manner in which the duty is performed?—Yes, as to how far the river has been crowded sometimes, and as to some difficulties in going backwards and forwards to the wharfs they complain, but they do not know the nature of it; they say that the harbour masters do not do their duty; there are such a number of vessels shifting about, that it is impossible in the river Thames that there should not be interruption.

When those representations come under the notice of the committee what do they do, do they interfere?—Whenever any thing is going to the committee, they call upon us, and say there are such and such complaints.

Are they remedied in consequence?—As far as we can; but the representation may be wrong.

You

(4 June.)

You reside at Greenwich?—Yes, I reside there now for my health; I did reside in Mansell-street twenty-three years.

Do you think it would be an advantage to the public service if the senior harbour master resided at St. Catherine's?—Yes, it would.

It was the residence provided for him?—Yes it was. In the committee report it was stated that a house should be provided for the clerk, but my predecessor Captain Snow resided at St. Catherine's; I was refused it.

You were refused it, and the clerk was put into it?—The present clerk was ordered in, and the other was superannuated.

Can you state what reasons were given to you for this?—The reasons were, there was a house procured down at Limehouse for an office; the committee resolved that the clerk to the harbour masters should reside in that house.

Did you at the time state your opinion that it was more desirable that it should be given to the harbour master?—No, we were not asked an opinion upon it.

Did you make any representation to the committee upon it?—No, not at that time.

When Captain Snow died, did you make any?—I asked the committee, and said, "Gentlemen, you are taking from me 50*l.* a year salary; you allowed Captain Snow a house, rent and taxes free, coals and candles, and from all that I am cut off."

Did they give any reason for that?—Only the former recommendation of the committee was attended to, and nothing more; I then asked some little compensation, which was refused.

In what manner are the duties of the clerk of the harbour master performed; is he not very often absent?—The clerk has got some other things to attend to; but he comes to make entries pretty regularly; he lives in the house.

Is it your opinion that his performance of the other duties are compatible with the duties of a clerk to the harbour masters?—I do not say that they interfere much with it, but it is not correct; but he is very regular, and not in arrear; and he is rather an object of charity than otherwise, from his having had a paralytic stroke; he was the brother to one of the chairmen of the committee, who is since dead.

Is not the number of ships entering the port of London greatly increased since the last twenty years?—Very much. There are such a number of colliers now that the situation where we used to put them and the West Indiamen together, is not sufficient for them; we have stopped them coming up these three years.

Has not that also made it more important that the duties of the harbour masters should be as efficiently performed as possible?—Certainly.

Where do the other harbour masters reside?—They reside, three at Greenwich, and one very near my old residence, in Prescott-street, near the office.

How are the stations divided?—From Radcliff Cross to Bugsby's Hole, in the lower station; and the upper station is from Radcliff Cross up to London Bridge.

That is such a situation then, that a residence at Greenwich must be convenient to one of those stations, but not to both?—The gentlemen always get up in the boat in time to the station they ought to go to.

Ought not every harbour master to be within reach of his station and to be upon it frequently?—If he be upon his station at the proper time, it does not signify where he resides.

Is there no inconvenience from his not being upon his station?—Certainly it would be better to be upon his station; no doubt it would.

Is there not frequent neglect of duty from the circumstance of Mr. Cousens not being upon his station?—I have seen none; he has been regular; at first setting off, I told him the necessity of his being at his duty in regular time, and he has done so.

Have you brought the attendance books with you?—They are all here. [*Here the witness produced certain books, which were laid on the table.*]

Are these initials, A. L. your signature?—Yes.

Do you, by this signature, vouch for your own knowledge of the truth of the statement?—That is containing my own observations that I make, and I vouch for the truth of them as nearly as possible.

Do you recollect in the year 1821 a ship being burnt?—The Boddington.

Whose property was she?—She was the property of a Mr. Neale.

Do you recollect the circumstance of that ship being burnt?—Yes, I recollect it.

Do you recollect when it was?—It must have been two years last winter.

Upon what day was it, do you recollect, so that you could turn to the entry respecting

Captain
Anthony Ludlam.

(4 June.)

respecting it?—I cannot recollect; it was about two years last winter; she belonged to a Mr. Neale, and lay at the tier of St. Catherine's.

In your opinion, could the number of harbour masters be reduced without injury to the public service?—Not under the existing laws; it is impossible that the duty could be performed; it is not even now performed to the full extent, from the increasing number of the shipping. If two harbour masters were to be appointed and two deputies, that would be the same thing.

You think that, without inconvenience to the public service, they could not be reduced?—The number could not be reduced without inconvenience to the service; it must suffer if they were to be reduced.

Did you, at any time, apply for superannuation?—Yes, I did.

What was the reason that that was not granted?—The gentlemen said, they were perfectly satisfied with my conduct, and if I were old and infirm I must make the young men work the harder; that was the reason given.

Your age and the state of your health make it impossible for you to perform the active part of the duty of the river?—I am passed that now; I have performed the duty for many years, and have hurt my constitution much.

Was there any other reason for their refusing it to you?—None, that I know of.

How is the committee composed; are they people acquainted with shipping?—They are common councilmen; very few have any connection with shipping; mostly such as men on the river-side, wharfingers and master watermen.

How are they appointed?—They are elected first as common councilmen, and then the common council elect committees, and then they replace so many members every year; there is an entire change; they are appointed for four years.

Do you think it is requisite for persons to perform the duties of that committee that they should be acquainted with shipping?—They seldom know any thing about it.

But is it necessary that they should know something about it?—I do not say that it is absolutely necessary; the master lightermen, and wharfingers belonging to the corporation, are always ready to go to the committee upon any occasion when there is any misunderstanding or neglect of the harbour masters.

Do they do any thing but examine the accounts, the committee?—They examine the accounts, and examine as to any thing that is wanting, such as the mooring chains, &c.

Do you apply to the committee or the superintendent?—For any thing we want we apply to the committee, and they give directions to the superintendent.

Who is superintendent at present?—Mr. James Mountague is surveyor of the port of London, that is to the Port Committee; Mr. Matthew Marshall is the superintendent of the mooring chains, under the orders of the Port Committee.

Is he under the orders of the harbour masters or the superintendent?—He is more under the orders of the committee; he is surveyor of mooring chains, at a salary of 250*l.* a year; he is conversant with and occupied with the moorings.

What is Mr. Mountague by profession?—He was brought up in the Office of Works, at Guildhall, under Mr. Dance, surveyor to the Corporation of London, from a youth; he was clerk to him.

By the account he has given in of his duties, it appears that they are confined to the handing in a return of the list of ships arriving at the lower stations, and the paying the whole wages of the watermen and other persons of the establishment, &c. could not those duties be performed by the senior harbour master, and could not in that case a considerable saving be made to the public service?—I do not know that any saving could be made; he has a certain salary, and there are no perquisites.

Could not that salary be saved if all the duties he has to perform could be performed as well by the senior harbour master; would not that salary be saved?—I dare say it would be a saving.

If one of the harbour masters were appointed to the duties of the canal, with the use of the house occupied by Mr. Mountague, could not the duties be performed by the harbour master, and a saving be made as to the expenditure of the canal establishment?—Certainly it would be a saving, but I confess I would not from age undertake it.

Could you suggest to this Committee any reductions that could be made in the expense of the harbour service as to mooring chains, &c. without inconvenience to the

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the public service?—I really do not know, having nothing to do with the money matters, I cannot speak as to that subject.

Captain
Anthony Ludlam.

(4 June.)

If the whole of the harbour service were placed under the supervision of a person chosen from amongst those persons who are well acquainted with the navigation of the river, and otherwise qualified to exercise a vigilant superintendence, do you think that it would be a saving to the public service, if those public duties were conducted by one person?—I do not think one person could possibly attend to the whole of the duties, there being a line of six miles of water to attend to.

Mr. Charles William Hick, called in; and Examined.

YOU were the former chairman of the London Port Committee?—I was sub-chairman.

Mr.
C. W. Hick.

Who is chairman?—Mr. Thomas Price is sub-chairman.

How long have you been a member of that committee?—I have been a member altogether for four years.

Have you ceased now?—Yes, we never exceed four years; sometimes it is one, two, or three years.

During the time you filled the office of sub-chairman of the London Port Committee have not repeated complaints been brought under consideration as to the manner in which the duties of the port of London have been performed?—I cannot say that there has been; I do not know that ever I witnessed any except upon one occasion, and that was as to some gunpowder being in the river, and which was taken into vessels near the London Docks; it was represented to me, and I brought the matter before the committee.

Was there a dispute as to the manner in which the duties of the harbour masters were performed?—There was a dispute between the two harbour masters, Murray and Cousens; Murray called on me and showed a paper, which I told him I would not read, but I said that if he brought it before the committee they would take cognizance of it. I felt that the committee had very little power over the harbour masters, and I did not think it right to interfere; and when I found there was improper language between them, I recommended them to shake hands, and not let the service be impeded by their private quarrels.

Has there been much disagreement between the harbour masters?—Only latterly upon that occasion, and I recommended them to make it up. Upon one occasion there was an application made to the Port Committee with respect to some floating of timber, and which I not deeming it proper to be laid before the Port Committee, I referred them to the Navigation Committee.

What are the duties of the Port Committee?—To see that the securities of Mr. Mountague, who is the surveyor and superintendent, and those of the clerk of the mooring chains were proper. Mr. Marshall is the keeper of the mooring chains; that is the first thing which they do, and then they attend to the letting of the lands upon the north side of the canal to different people; they receive reports from the principal harbour master, Mr. Ludlam, as to the state of the river, and any impediment that may arise, and they attend to the general state of the service. There was an application made on the part of the proprietors of the steam vessels to the London Port Committee as to their wanting accommodation at the Tower, and it was suggested that they should be moved down to Blackwall. It was inquired whether the public would be inconvenienced or not by removing them there. It appeared rather to be a trick on the part of some persons at Blackwall to get them removed, and that it was only an increasing of the expense to the public without having a beneficial purpose.

What is the degree of supervision over the conduct of the harbour masters that is exercised?—I am afraid very little. There is a concurrent jurisdiction between the Trinity-house and the Corporation; and generally I have found that the harbour masters think that they have only a right to report to the London Port Committee, and are not subject to be otherwise directed; and in the case I alluded to with respect to the powder, I directed the town clerk to write to the Trinity-house to ascertain whether they coincided with me in thinking that the harbour masters were bound to see that no powder should be allowed to come into the river; they concurred in my opinion, and it was removed.

Has there not been in many instances a collision between the Navigation Committee and the Port of London Committee?—No, I do not think there can be any collision; for their jurisdictions, although blended together, are so well understood by

Mr.
C. W. Hick.

(4 June.)

the different officers, that they are kept distinct. If they did not act in unison there would be a collision, as the Port of London Committee have the control of all the river below London Bridge; and in fact the Navigation Committee have the control of the river under the Act of Parliament, and as conservators of the river from Stains as far as Yantlet Creek, near Sheerness, and they might order embankments to be made upon the application of individuals or companies, and they have power to direct piles to be driven down, but they must take care not to injure the harbour or interfere with the Port of London Committee.

Could not the duties of the Port of London Committee be as effectually performed by the Navigation Committee?—I have suggested that myself, and given it as a reason that I did think that it was the proper committee to do the duties, and to have therefore the control, so that by having it concentrated it would be a saving of the public money; I moved it in the committee.

Would it be a saving to any extent?—To the amount of 200*l.* or 300*l.* and more, but I cannot say. If a revision of the whole were to take place under proper management, the harbour masters might do more extra duty, and one or two of them might be done away with, so as to save expense; they ought to be efficient officers.

Did you suggest any plan of that kind to the committee when you brought it forward?—Yes, I suggested it, and brought it forward myself.

Did you point out the saving that it would make?—I think I said that there would be a saving of 300*l.* or 400*l.*; I thought it would be a saving both of time and labour.

What officers do you allude to when you say, that if some extra service were imposed upon the harbour masters they might be dispensed with?—There is a harbour-master's clerk, who, I think, would not be necessary, but still I may be wrong. I think that the harbour masters, who I understand are compellable to go down to Blackwall, and who are at the canal at certain times of the day, and although that be so, I do not know that I have ever seen what service they have done there, from any papers that have been before us. The account has been kept by Mr. Mountague, and that has been submitted to the committee. I should apprehend, and I do understand, that Mr. Snow formerly kept the accounts and paid the wages of the canal service in the way that Mountague does now. There was a loss to the Port Committee of 1,200*l.* and they took great pains to get the money from Snow; there was some little loss, and that induced them to give the business to Mountague: but I always thought that the harbour masters were the proper persons to keep their own accounts, as they are not controllable by the Trinity Board, as they never see them; and they appear to feel they are not under the control of the committee, but they are under the control of Mr. Mountague, being compelled to appear at Blackwall.

You think they ought to keep their accounts, and discharge and pay their men directly, but come under the control of the committee?—Yes, there is no order and subordination without it, but I may be wrong.

Now, Mr. Mountague, in the return that he has made of the duties to the Committee, has stated, that they consist in receiving the returns from the ships which arrive at the lower station, and the payments of the wages to the boatmen, lock-keepers, and others employed; you are of opinion that this service could be executed by the harbour masters?—I apprehend that it ought to be; I merely say, that if I were to direct it myself; certainly it is their duty to do it.

That would, in fact, dispense with Mr. Mountague's office?—So far as that goes, but then the loss that was sustained through Snow was the reason that Mr. Mountague was appointed as I believe, but I do not know it of my own knowledge.

What is the salary and emoluments of Mr. Mountague?—As surveyor and superintendent of the City Canal he has 400*l.* a year; as surveyor to the committee for the general business of the river, such as the mooring chains and harbour service, he has 300*l.* a year. These are duties which I think the harbour masters ought to perform, and if they did perform it a saving amounting nearly to that extent would be effected.

Mr. Mountague has the superintendence of the mooring chains?—Yes, that is what I mentioned.

Has he ever been acquainted with nautical affairs at all, or with the management of ships?—I do not know whether he has been so or not.

He is a land surveyor?—I believe he has been brought up in the City of London, under his father, and in Mr. Dance's office as one of the surveyors.

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In addition to the saving, would it not be of advantage that those duties should be performed by people who understand something of ships and the navigation of the river?—I think in some cases it would be of advantage, and in other cases a scientific man is certainly useful as to mooring chains in the river, as we do not often get nautical men who know any thing more than their own business, and there is great difficulty in making them understand what ought to be done, and they are in general very opiated.

Did Captain Ludlam, when you were sub-chairman, intimate his wish to retire from his situation?—Yes, he did.

Can you state the reason why he was not permitted to do so?—I believe I was the cause of it; I really thought he was able to attend to his duty as he had hitherto done, and that it was a pity to let the man retire, conceiving in my own mind that the committee had not the power to allow him a compensation as to that establishment.

Captain Ludlam complains of his own infirmities; do you think they are of a nature to prevent him performing his duties?—The head harbour master is supposed to preside over the board and to report regularly; but like all other offices the head officer generally does very little, and the underlings do the work; but he is upon the works and superintends them.

Do you know any thing of what the professions or situations of the different harbour masters have been, or as to their being men conversant with shipping?—I believe Mr. Murray has been a captain in the merchant service.

And what has Rowland and Cousens been?—I think Cousens was in the King's service, and I believe Rowland was in the India service. They are all of the sea service.

Do you think it would be a matter of any convenience to the public service if the chief harbour master were to reside in the house that has been the office at St. Catherine's, where a residence has been provided for him at the expense of the corporation?—I do not know that it would be of any use, because the harbour masters are bound by their line of duty to attend at the office and likewise to make a report; and as they live near the neighbourhood, it would make no difference to the service whether their residence be at St. Catherine's or at Blackwall.

Is it important that the harbour master should reside in St. Catherine's?—For my own part I think it is not of so much importance in a public point of view, (although perhaps most men might differ from me), because I contend that the nearer a man is at home the less likely is he to do his duty to the public.

But if he be residing a great way off from his duty is he not the less likely to attend to it?—A man in a public office should do his duty.

Have you had any complaints of the distance at which the harbour masters reside?—Not when I was in the chair.

Were you in the chair in 1821?—No.

Did not the corporation of London express an opinion that a reduction might take place in the number of harbour masters?—Yes, they petitioned the House of Commons, and I concurred in it.

Do you think a smaller number could perform the duties?—Yes, they ought.

Describe their duty?—Their duty is to attend at low-water, one above, and one below; now, the one that is on duty in the morning might well take his turn for two or three hours in the course of the day; and from the report of men much better acquainted with the subject than I am I altered that opinion. I never experienced whether it could be carried into effect, but I think that three might be sufficient for the service, but I am told that I am wrong.

The people of the Trinity-house made a representation against the reduction?—Yes they did; they thought five would be sufficient for it.

Have you any observations to offer to this Committee that would in your opinion tend to the improvement of the general harbour establishment, and to a diminution of the expense attending it. If you have, will you please to favour the Committee with your opinion?—I can only say, that looking at the thing as a whole I think the Navigation Committee would do that duty in a more effectual and a more substantial way than it can be done by any committee that presides. Let there be a concurrent jurisdiction, and in that degree it would be a saving.

Mr.
James Mountague.

(4 June.)

Mr. James Mountague, called in; and Examined.

WHAT situation do you hold as connected with the Port of London?—I am surveyor and superintendent of the City Canal, and surveyor to the Port of London Committee generally.

Be so good as explain the duties that belong to each, and the amount of salary and emoluments that arise from each office?—As surveyor and superintendent of the City Canal my duties are partly professional and partly otherwise; as a professional man I superintend and direct all measures relative to the canal, except the transit and laying up of ships and vessels therein, which lies with the harbour masters. I attend to all the works that are necessary in relation thereto; I also prepare all plans for letting ground, take soundings in the canal when mud is necessary to be raised; prepare particulars and specifications for contracts, and certify quantity and amount. I also superintend and direct all works, and examine and certify all artificers bills to the committee; I receive the whole of the monies, consisting of transit rates, laying up rates, lighting and watching rates, and carriage tolls and rents. I sign all receipts for transit rates, and lying up rates, &c. The whole of the receipts and payments go through my hands, excepting the monies paid to contractors and artificers, whose accounts are certified by me, but are paid by warrants of the committee. The accounts are kept by me with proper vouchers, and are regularly laid on the table of the committee at their monthly meetings, and the accounts are examined with the vouchers every year by the Port of London Committee. The salary for the whole duty is 400*l.* per annum. With respect to my duties as surveyor to the Port of London Committee generally, the committee have the control and management of all the mooring chains in the river from London Bridge to Bugsby's Hole at Blackwall; my duties as to that are partly professional, and partly otherwise. My professional duties are to take any plans that are necessary in the river when any alterations are to be made in any of the moorings, or any additional ones laid down, and to attend at the Trinity-house when necessary to explain. I have also to prepare estimates, and particulars, and specifications for contracts for mooring chains, mooring anchors, &c. and to superintend, when practicable, the manufacture and trial. I have also other duties, not professional, as the payment of the wages and expenses of the harbour service. There is likewise another duty, for since the committee from motives of economy did away with the office which was in Fore-street, Limehouse, they transferred the duty to me of sending up copies from the City Canal Office daily of the harbour master's returns of shipping from the lower station, for the use of the upper station office at St. Catherine's.

You have, as the surveyor, a house?—Yes, as surveyor and superintendent of the canal; and indeed it is also as being connected with the harbour service, because the committee could not have done away with the office at Fore-street, Limehouse, under the bye-laws, unless they had transferred the duties performed in that house to Blackwall.

By whom is the salary paid?—By the committee; I write it off quarterly (having accounts with the committee) as the salary becomes due, and my books and accounts are always laid upon the table of the committee at every meeting, and when I want money, or am likely so to do before they again meet, I ask for it, producing my account, and then I have warrants given to me for 300*l.* or 400*l.* or so, as the nature of the case may require.

Under what authority has that salary been fixed and paid?—Under the general authority of the Act of Parliament for the committee to appoint officers and servants, and allow them salaries.

Is there any specific assignment of the salary to you; is there any specific written assignment?—Yes.

Is there any assignment of that appointment of the salary?—I do not exactly know what may be meant by an assignment.

Suppose it be specified that they have appointed you so and so, and that they have assigned a salary and the duties in proportion, is there any such assignment?—Yes, I was brought up to the business of the port of London from the year 1794; in 1799 the first Port of London Act passed; and in 1805 the canal was opened. At or about that period the committee unanimously appointed me surveyor and superintendent of the canal, but they declined fixing any salary until twelve months experience was had both by them and by me of the duties of that office, and then they unanimously voted me a salary of 400*l.* a year. With respect to the other business, for which 300*l.* a year is allowed, that has been a regulation

ever

ever since the year 1815; prior to that time I had bills upon the committee as their surveyor and engineer, far exceeding the salary now given for those professional duties and others.

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Is there in addition, or acting under your orders, an officer under the name of the superintendent of the mooring chains?—He is appointed by the committee.

But he acts under your directions, does he not?—In this way only: when any new mooring is to be laid down, I must prepare a plan of the situation, and if agreed to by the Trinity-house, I attend, with the superintendent of mooring chains, to measure and set out the situation; further than that, I have no control over him or any of his men, nor have I ever had; he is the son of the gentleman who had the care of the mooring chains when they belonged to Lord Gwydir.

This committee see in a paper which you have returned, that part of your duty consists in the sending in the lists of the ships arriving at the lower station, is that so?—Yes, it is.

And the payment of the men's wages?—Yes.

Is not that a duty that would more properly belong to the harbour master than to the surveyor?—I have stated that, from motives of economy, the committee have made my duty partly professional and partly otherwise. The harbour masters of the lower station keep their books in my office at Blackwall; I have no doubt that if it could be done, they would consider it a great hardship if, after performing their duty (and the more especially as it forms no part of the bye-laws) they were obliged to make copies of the returns after they are entered by themselves in their books; they would, no doubt, expect and claim to be paid for it, but it has never been done by them.

The person who takes the account should first send it, or a copy of it, to the committee, but he has to give it to another person to do so?—Yes; but there would also be the additional trouble to them in sending it up to London. There could be no saving, I conceive, by such an arrangement, as the salary I now have is already such (being fixed at 300 £.) that it is not a compensation for the professional duties, independent of those not so; formerly, my emoluments were nearly double what they have been since 1815.

Can you state any reason why, if the duties of the harbour masters do not require more attendance than is stated in their returns, which is not above one-third of the year, why the duty of the superintendent of the City Canal could not be performed by the junior harbour masters without injury to the public service?—Because a part of the duties are professional, which they are not competent to perform. As a surveyor and engineer I had the superintendence, under Mr. Dance and the late Mr. Jessop, of the works from the first; and if we had now funds, new bridges are wanted over the canal, locks, and other works, requiring a professional man to direct. The harbour masters are now so far superintendents of the canal, that the arrangements of transit, and laying up of ships and vessels, is entirely with them; there must be still an engineer or surveyor to superintend and direct all professional matters. As to the money concerns, although not requiring ability but accuracy, I consider the harbour masters, as sea-faring gentlemen, not used to accounts like the canal; it is not their habit; nor do I think that there is one among them that would like to undertake the concern, even if he had increased emoluments, because there are calculations to be made which would be troublesome to them.

Can you suggest any deductions in the canal establishment or in the harbour masters establishment?—With respect to the canal establishment, I think it is already conducted upon a scale of rigid economy. With respect to the lock-keepers and gatemen, their wages are already stated in the papers now before this honourable Committee. My duties have been increased without any augmentation of my salary. With respect to the men, as their duties are day and night, twice in the twenty-four hours, no deduction could be made; as to the towing horses, they are supplied under a contract, and I really think a system of rigid economy is always acted upon by the Port of London Committee.

What is the use of the towing horses?—They are used to tow the ships through the canal; we used formerly to have six, now we have but three.

This Committee have understood that there are scarcely any ships that go through the canal?—Speaking of those that come in and go right through your information is correct, but they come in and lay up for a few days, sometimes a week, and they pay the transit rate, but as to the absolute fact of going through they do not do so, except a small proportion; but when the canal was first opened, and when they did not pay any thing, they thought it a great advantage; the quantity of transit ship-

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ping averaged in the three years, from 9th December 1805 to 9th December 1808, is 245,827 tons.

Since that period the towing them by means of steam vessels has been adopted, and the navigation round the Isle of Dogs has not been found to be beneficial?—When steam vessels are employed to take ships round a great expense is incurred. If I may venture a suggestion, I should think the greatest boon that could be given to ship-owners would be, to throw the canal open without obliging them to pay any transit or other rates. The experience of the three years before-mentioned has shown the advantage of it, as a more safe and expeditious mode of communication to the upper parts of the river.

What is the amount of the transit rate upon a given ship?—It is according to the tonnage; it is three half-pence per ton, from 100 to 200 tons, as that card shows; [*witness producing a card of the rates alluded to,*] and two pence a ton for 200 tons and upwards.

A ship of 500 tons could come through for 4*l.* 3*s.* 4*d.*?—Yes.

Would that 4*l.* 3*s.* 4*d.* be such an object as to prevent a ship of any value coming through; would it be such an object as to avoid that navigation?—They might possibly consider it so, for it is unaccountable; looking at things on a smaller scale, we find that there are hundreds of men that would go a mile out of their way to pass over London Bridge, rather than go by Southwark Bridge when a penny is to be paid.

You are of opinion then that they are deterred from using that navigation by the payment of this toll?—It is my decided opinion that they are, for the quantity of shipping is considerably increased since those three years alluded to, and still it was used to the extent which I have stated by the returns made.

Do large ships come through?—They come in and lay up. I do not think they have come through for several years past.

Do you think that if the dues were continued upon the canal that there is any probability of their using it?—The average has been nearly the same for these five years past; but if the docks which are contemplated were to be formed higher up in the port of London, I think the canal would be then much more used as a transit, unless they resort to steam vessels to get round the Isle of Dogs, which would be far more expensive.

Would it be attended with any advantage if the senior harbour master resided at the office in St. Catherine's?—I think it would decidedly.

In bringing him nearer to his duties?—Yes, and would produce an immediate communication with the ship-owners when any of them wanted information.

Has not that already been proved by the house being there?—There is a house, but the clerk by a regulation of the bye-laws lives in it. Captain Snow formerly lived in it.

Is the clerk an efficient officer?—He has had a paralytic affection, and under those circumstances I do not think he is, but his wages are very trifling.

There are existing two committees which seem to have a concurrent jurisdiction, the one is the Port of London Committee, and the other is the Navigation Committee, do you or do you not think it would be advantageous if the powers of the two were concentrated into one, and that the Navigation Committee should do the whole duty?—I do not see that any advantage would arise to the public service from that measure; at the same time, as the Navigation Committee act as the conservators of the river Thames, they do not clash with the Port of London Committee, whose duties are confined to the mooring chains, harbour service, and the City Canal. The Thames Navigation Committee certainly might do it, but from the thirty-four years experience I have had of the corporation of London business, I have frequently found that a committee having the management of two large concerns, one was occasionally not done well. In the case of the City Lands and the Bridge-house Committee, it often happened that gentlemen who had to attend the latter committee were detained a long time from the uncertainty of their business coming on; the business of the two committees has been in consequence separated.

What is meant was not that there should be two committees consisting of the same persons, but that the duties of the Port of London Committee should merge in the Navigation Committee, and that they should do the duties of both?—I understand you, but I have, perhaps, not properly explained myself; I see no difficulty about it but that which I have mentioned. The allowance which the Port of London Committee have is already so small that but little could be saved; it would

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would not be an entire saving, because if one committee's labours were increased they would naturally apply to have some additional remuneration.

What is the remuneration at present allowed to the Port of London Committee?—450*l.* for the year, and it is determined not to exceed that.

What is the allowance to the Navigation Committee?—I believe the allowance to the Navigation Committee was not to exceed at first 600*l.* but by a subsequent arrangement it was not to exceed 500*l.*

Pray have you any account of the number of ships that have made use of the canal, distinguishing those that have made use of it with a view to transit, and those that use it as a dock, and have been laid up in it?—There is no such account kept. There is an account-book under the head, "*Transit Rate Book.*" There is also another book, called "*The Laying-up Rate Book;*" but there is not an account kept of those who *bond fide* use the canal as a measure of transit.

Do you know the number that have gone through the canal?—The number that have used it as a mere transit is very small. As to the question formerly put for my opinion, as to any saving in the port of London service, I beg to observe that I answered it as with reference to the City Canal only, and not as to the harbour service; my opinion decidedly is, that if the harbour masters were to do duty daily, and not be off two days each alternately, one-half the number of harbour masters would be sufficient; and the Port of London Committee did apply to Parliament some time ago for some such regulation, and succeeded in the House of Commons; but they were led to believe that they would not be supported by the Trinity-house in getting the bill through the House of Lords, and therefore the thing was abandoned altogether; but the best informed of the committee now, I believe, are still of the same opinion, that one-half the number of persons employed as harbour masters would do.

And that without injury to the public service, or without imposing a greater duty upon the individuals continued in the employment than what they could perform?—Certainly no greater than any person who is active in life could perform. According to the tide, the lock-keepers and gatemen are obliged to be at the City Canal gates on duty by day or night; but the harbour masters do not attend night duty, as scarcely any ships are then upon the move; their duty is more particularly required as to the mooring them, and that is to be done during the day-light tides; that would require an attendance of five or six hours per day, and it is only in the course of part of the summer months that they have two day-light tides in the day.

In the account presented to this Committee there is the sum of 1,154*l.* stated as to the amount of annual wages paid to men upon the canal establishment, what number of men are employed?—There are seven men at each end; that is to say, a lock-keeper, a carpenter, and five gatemen.

How long are they employed?—From the time of half-flood until two hours after high-water, if necessary; their duty is to open and shut the gates so as to fill the lock to enable the vessels to go in and out; that is all the duty they have to perform at that time. The gates opening inwards they are obliged to be upon duty also at night, at the time of high-water, although no shipping may have to come through, as the gates must be shut at high-water, and therefore they are upon duty twice in twenty-four hours. There are as few men as could be employed. It was originally intended that there should be nine men, but we do manage very well with seven; that is a regulation which I recommended, and it was adopted. We have never more than seven persons now employed in that duty.

Do any of these men reside upon the canal?—Not in the premises belonging to the Port of London Committee, with the exception of the lock-keeper at the Blackwall end.

What is the meaning of the charge for coals and candles and other incidental charges made upon the canal?—I have not the paper here by which I could explain it.

Here is a charge of incidentals, such as ropes, ship chandlery articles, candles, &c.; for whose use are those articles?—For the harbour masters when on duty, and for the canal office coals and candles are supplied.

Are the whole men that you mentioned constantly on duty?—I have for some years at night allowed them to take it by turns, and have indulged one gateman to be absent; but never the lock-keepers nor the carpenters.

We see here a charge for extra time of a lock-keeper and gateman, what does that mean?—It arises from this circumstance, that it is necessary to scour the

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entrances of the canal frequently from the very rapid accumulation of mud; and that can only be done with effect at nearly low-water; now, at low-water, they have no right to be on duty, but when we have the water at twenty-five feet in height or thereabouts in the canal, we raise the sluices at the gates, and having those men and others in mud punts, and sometimes in craft, they agitate the mud, by which means many hundred tons of mud are removed into the river. The extra time in which they have been so employed is calculated and paid for to those men according to the number of hours they are upon that duty.

By whom are the accounts examined and audited?—By the Port of London Committee. I have invariably at the first meeting of the committee presented my accounts ready for examination; they are then referred to what is called the sub-committee, which consists of seventeen members, but there must be five present to be a quorum; and as my accounts are very numerous the system that is generally pursued is this, the gentlemen all sit round the table, and as two or three may examine a book as well as two or three dozen, they make a long day of audit, and each gentleman putting his initials to the particular account he has gone through, and then the quorum (five) sign the account.

Is not this a large charge, 328*l.* per year for three horses?—The contract is 5*s.* a day for each horse; the party contracting furnishes the horses, harness, and provender, and there is 3*s.* a day in addition for the man. The committee are going to enter into a new contract from the failure of the man with whom they contracted; but I have no expectation of much saving. In the first instance they were contracted for by advertisement, and I have always considered the terms fair.

Here is an account which is intituled, “An Account of cash paid to carpenters and labourers, and incidental expenses;” it appears to be an account for ditch casting and sundry small bills and newspapers, amounting to 202*l.*; it is not a thing of any great importance, but what is the meaning of that?—Behind the south bank of the canal the committee have about forty acres of land, which is intersected with ditches, which ditches are cleansed at the expense of the committee, who became possessed of that land from this circumstance, it is more than was necessary for the canal; but when the bill was in progress in Parliament, a clause was introduced that any person whose property was cut through in part might oblige the corporation to buy the whole of it, if the quantity did not exceed ten acres; and it is owing to that; the casting of the ditches is necessary.

“*The Thames police office*” is also stated as part of the charge?—Upon one or two occasions; to put a stop to cutting ships ropes and pilfering I gave the Thames police officers small rewards on the offenders being convicted.

Does the account of the canal cover the amount of the expense of the establishment?—Not quite, but I can show what the deficiency is; we are better this last year than the year before.

Could you return an account of the last three years merely of the expenditure and the income?—I can give it in effect at once by referring to a paper.

[*The witness accordingly referred to a document, which stated the deficiency of the canal expenses for the last three years, ending the 31st December in each year, as follows:*]

	£.	s.	d.
“To the 31st of Dec. 1821 - - - -	19,085	8	4
“To the 31st of Dec. 1822 - - - -	19,657	16	3
“To the 31st of Dec. 1823 - - - -	19,369	14	10.”

13,984*l.* 8*s.* 8*d.* has been paid into His Majesty's Exchequer from sale of lands.

Who are the persons employed to furnish the mooring chains; are they furnished by contract?—Always when it is above 100*l.*; it is always done by public tender, and by public contracts.

Are the tradesmen who are employed in the canal service selected by you?—They are, generally speaking; and are tradesmen in the neighbourhood of the City Canal; sometimes the committee have nominated them.

Are their bills settled by you?—Not until they are audited by the committee, excepting small bills.

Are you the person who does it?—I examine all artificers and contractors bills and accounts as to prices and quantities before they are presented to the committee; no bills are ordered for payment by them without my signature that they are correct.

What

What is the object of a boat being attached to the canal service?—It would not be absolutely necessary to the canal service; but as surveyor to the committee I am permitted to use the committee's boat; it is their boat.

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James Mountague.

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And what have they to do with a boat?—They go frequently upon views when applications are made for additional moorings, or when they view the lands, &c. at the canal on applications for letting.

Do you consider it as a convenience to the public service the residence of the harbour masters at a distance from their stations?—No; I should think the service would be benefited by their being resident at or near their stations.

What is your opinion of the manner in which the harbour masters duty, generally speaking, is performed; have you heard many complaints made upon the subject?—I have heard that there are complaints; but as it does not interfere with my department, I have not attended thereto.

Are the harbour masters generally in attendance, or are their duties performed negligently?—I have no idea that they are performed negligently. They are on duty two days, and off duty two days; but the committee have an appearance book (if I may be allowed the expression) laid on their table at all monthly meetings, which specifies the harbour masters on duty, and their days and hours of attendance. At one time, but long since, a great deal of the duty that ought to have been done by the harbour masters on the lower station was performed by their watermen, and the entries of the arrivals of ships and vessels were made by them, but were frequently so badly spelt that it was impossible for me or my clerk to decipher them; I was therefore compelled to mention the circumstance to the committee, and it was then ordered that in future the harbour masters on the lower station should make their entries in their own handwriting.

Although the harbour masters now make these entries themselves in the books you have no reason to believe that the duties are still performed by lightermen or watermen?—No; I have no idea that it is so.

Captain William Cousens, called in, and Examined.

YOU are a harbour master, are you?—Yes.

How long have you been in that situation?—Since September 1820.

Captain
William Cousens.

What were you before you were appointed to that situation?—I was an officer in the honourable East India Company's service: I was in the China service last.

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In what rank?—I was first officer.

Where do you reside?—At Greenwich.

What station do you belong to, the upper or the lower?—I belong to the upper station.

That is at a considerable distance off?—It is about two miles to my station.

How long are you going from your house to your station?—About thirty minutes.

You attend two days, and are off two days?—Yes, alternately, two days.

Who is the other gentleman who acts there?—It is Mr. Rowland.

How long has he been appointed?—He came in after me in August 1821.

What was he before?—He was in the navy, and had made a voyage to China, as a junior officer, I believe.

What attendance do you give during the two days when on duty; what is your attendance?—Our duty is during part of the flood tide, and frequently during part of the ebb tides when the river is very crowded.

Your duty is to station the ships?—Yes, and to remove obstructions of the crafts and barges, and to see the ferries across the river clear that boats may pass.

Do you attend twice in the twenty-four hours?—Occasionally, as the tides come round. I am out in the morning at five o'clock, or at day-light sometimes; and we again attend in the evening tides, and sometimes I attend at the office between the two flood tides.

Have any complaints ever been made in consequence of the distance at which you reside from your station for want of attendance?—I have never heard of any.

Do you recollect the ship Boddington being destroyed?—I do.

Was you upon duty at that time?—I was upon duty that morning.

At what time was she destroyed?—She took fire, and it was discovered at day-light; I saw her on fire when passing up about half-past seven, and immediately

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William Cousens.

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I gave orders to the other vessels to remove to another tier of vessels, and it was attended to immediately.

You were present yourself?—Yes.

When she took fire?—Not when she actually took fire; I was not present till half-past seven o'clock.

At what time did she take fire?—Sometime in the night, or perhaps at two o'clock in the morning; I do not know the exact hour she took fire.

Is that any part of your duty to be present on such occasions?—Yes, to remove the other vessels out of danger.

I should think it would be then more important than upon other occasions for the harbour masters to be near?—Certainly.

If you had been upon your station, or if residing there, could you have been sooner present upon the spot?—Yes, I should have been an hour sooner: Captain Ludlam resided near the spot.

Is there not an inconvenience experienced at such a distance from your station?—To myself there is; I have two men that can row in my boat in thirty-five minutes up to the bridge from Greenwich; they have frequently done so.

Are you upon the upper or the lower station?—I am upon the upper station.

You do not make a return to Mr. Mountague of the ships that enter?—No, that is done at the lower station.

To whom do you make your return?—To the clerk at the office of St. Catherine's.

Could not the harbour master of the lower station do the same?—Yes, he could; but it is off his station.

Could he make a return?—Yes.

As well directly to the office as sending it through another person?—He could go off his station to do it, certainly.

Would there be any difficulty in making his return, and sending it to the officer in writing?—As it is in writing he could send it to the harbour master of the upper station, and forward it immediately without any detention.

There would be no difficulty in it?—None at all.

Do you know any of the duties with reference to the harbour masters that are performed by Mr. Mountague that could not be performed by one of the harbour masters?—I should think that the harbour masters could undertake the mooring chains, and the regulating of that ought to be under the management of the board of harbour masters. In the present state of things I am obliged to report it.

To whom?—To the superintendent of the mooring chains.

Then what does he do?—Then he reports it to Mr. Mountague; and I believe Mr. Mountague orders or applies to the Port Committee, and then the thing is ordered to be done.

And you think it would be much better done in case of any thing of that kind happening by the board?—The board could do it; it could be done equally as well by the board of harbour masters as in the way it is performed now.

And that without any inconvenience to the public service, and without taking them off their duty?—Yes, without taking them off from their other duties.

Do you think that the superintendence of the canal could be performed by a harbour master?—At times it could not, and at other times it might. Suppose we had a loaded ship coming up from Limehouse end, and another at Blackwall end, and those people, pilots, &c. require a check so as not to have it all their own way; they are very obstinate at times; but the harbour master has no occasion to attend the canal till half-flood or nearly high-water. Light ships are not of that consequence that loaded ships are.

Do you think that the duties of the harbour masters could be performed by a smaller number than now perform them?—It might if we were all to remain in good health.

But you are upon duty as it were only half a year?—But in case of any one being ill; the two seniors are very aged persons.

Do you suppose them to be efficient people?—They are very aged at present, and require relief.

Has not the increase of shipping in the river within the last twenty years been very great?—Very great within these last twenty years.

Does not that make the attendance of the harbour masters and their residences there the more necessary?—Yes, it is more necessary.

Do

Do you conceive it to be an inconvenience to the public service that from the infirmity of the senior harbour master he cannot perform active duties upon the river?—In very cold weather it is very hard upon him.

Captain
William Cousens.

But he does not then go out as he ought?—He has done it, but it shakes him very much; he feels it very much in the winter time.

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From his age and infirmities he is not capable of performing all the duties, although it is no fault of his?—Neither of the two heads are efficient; Captain Murray is very asthmatical and suffers much at times; they are both old men.

Is there any means of granting superannuation to harbour masters; is there any fund for that purpose?—Yes; I believe there is a power vested in the London Port Committee, or somewhere, because Captain Snow had it, and he died last year with a superannuated salary; but I do not know what has become of it.

Do you think the navigation of the river requires the duties to be performed by four harbour masters at least?—Yes.

Are you of opinion that that duty is arranged in the best way at present by their attendance alternately two days and two days, and would it not be more desirable that they should be there upon duty?—It is as well as it is; it gives us a little relief. This morning I was out at four o'clock, and I have the evening tide to attend to again.

When you are upon duty are you upon the river a great part of the day?—Upon the upper station we are during a great part of the tide, but not in the lower station.

Why is that different?—The gentlemen of the lower station choose to make it so; they are not so much upon the river as we are.

There is the same reason for their being upon the river as your being upon it, is there not?—No; the shipping is not so crowded as at the wharfs, tiers, and the legal quays; also the colliers, they have only one tier of colliers. There are five tiers upon the north side, and four upon the south, on the upper station, and sometimes more.

Was not an application made a few years ago to the committee to reduce the number to three?—Yes.

That was resisted by the Trinity-house?—Yes, I believe it was, and I believe it passed in the House of Commons.

What year was that in?—I do not remember; I could never learn the year that that took place in; it is some years ago.

Mercurii, 9^o die Junii, 1824.

The Right Honourable THOMAS WALLACE, in the Chair.

Mr. Timothy Tyrrell, the City Remembrancer, and Mr. B. W. Scott, principal Clerk to the Chamberlain's Office, called in; and Examined.

YOU are clerk to the Commissioners of Compensation under the several acts for improving the port of London?—(Mr. Tyrrell.)—Yes, I am clerk and solicitor.

Mr. T. Tyrrell,
and
Mr. B. W. Scott.

Has the account relating to the receipts and disbursements of the commissioners of compensation been closed?—Not completely closed, but it will be so at their next meeting. The report will be completed which is to be presented to the Lords of the Treasury, stating all the transactions.

(9 June.)

Can you furnish this Committee with a copy of it now?—No, it is a very long document.

That is not very consistent with this statement contained in the account signed by you, and delivered on the 15th of March 1824, in which you say that the expenses attending upon this business are not yet ascertained, but will be contained in the general report to the Lords Commissioners of the Treasury, which was expected to be completed in two or three weeks; that was on the 15th of March; is not that report completed?—It is so far completed as this, that it is printing and will be in the hands of the commissioners, and they are to meet in the course of three or four days; I have only as yet got a proof sheet of it, and will supply the Committee with a copy of it in the course of a few days.

Be so good as state the total amount of the money received by the commissioners of compensation out of the consolidated funds for improving the port of London?—

Mr. T. Tyrrell,
and
Mr. B. W. Scott.

(9 June.)

I cannot tell it exactly; there is the sum of 6,777,382 *l.* for the compensations, and upwards of 40,000 *l.* for the whole expense of the commission.

Can you state the particular appropriation of those monies, distinguishing the amount paid for compensation, and the sums paid for defraying the expenses and carrying those Acts into execution?—Those are the particulars contained in that paper, [*witness handing in a paper,*] except as to the expenses; every part of that was paid for compensation.

Do you know what was the amount of that which was paid for carrying the Act into execution?—I cannot from my memory tell you, but it is something more than 40,000 *l.* I recollect that there was a very considerable sum, namely, a sum of between one and two thousand pounds paid for fees.

Can you state the particulars of the sums paid?—Not at present, but I will bring to the Committee the report in the state in which it is.

Do you recollect what is the amount received by the corporation of London towards defraying the expenses of the mooring chains since the Account No. 2 was rendered?—No, I cannot.

Will you state whether the monies issued from the consolidated fund were issued to the commissioners of compensation, or to whom?—All the certificates went from the commissioners of compensation to the Treasury, and then warrants and orders were made out payable to certain bankers, mentioning those certificates: Sir William Curtis's house was one; Pole, Thornton, & Free was another, and Sir John Lubbock & Co. was another; and they paid to each of those three houses when they received the money from the Exchequer; and it was paid by them to persons entitled to the specific sums of compensation, by drafts upon them signed by three of the commissioners, and countersigned by me as their clerk.

That is so far good as to the compensation; now to whom was the money issued from the consolidated fund, which was not issued with a view to the compensation, but for the expenditure?—To Sir William Curtis's house, the whole of it.

How was it paid out?—In the same way. After the report had been made by a committee of the commissioners to the general body of the commissioners, and approved of by them, then it was referred back to be carried into execution, and the drafts upon the bankers were signed in the same way.

What was the application of the sums issued to the corporation with a view to the improvement of the port of London, that were issued from the consolidated fund to the chamberlain of the city of London?—Mr. Scott has given an account of every one.

(*To Mr. Scott.*)—Will you be so good as state the amount of the sums advanced to the corporation of London by the authority of Parliament for the improvement of the port of London, exclusive of the sum advanced out of the general tonnage duties for the maintenance of the mooring chains and the harbour service?—The sums advanced by the authority of various Acts for making and completing the canal in the Isle of Dogs, and for maintaining the same for three years, was 206,000 *l.* The monies advanced in pursuance of the Acts of the 43d and 47th of Geo. 3, for generally improving the port of London, and laying down mooring chains, was 121,000 *l.*; those were the only sums, with the exception of half of the monies impressed from time to time out of the tonnage duties; those are the whole sums advanced.

The appropriation of those sums will be found in the account you delivered in Nos. 1 and 2?—Yes.

(*To Mr. Tyrrell.*)—Were there not certain sums paid under one of the Acts of Parliament to referees to settle the amount of the money to be paid as a compensation to Lord Gwydir and other individuals, as well as to the crown?—One of the parts of the original award I have in my possession, and I will bring it at the next meeting of the Committee for their satisfaction, but the money was not issued to the referees, but issued to the parties entitled to it by the award of the referees. I happen to have one part of the original award, and the Committee shall have it.

Were the expenses of those references included in the 42,000 *l.* advanced for the purpose of carrying the Act into execution?—The expense of that reference was paid by the Treasury to the late Mr. Ambrose Weston, of Fenchurch-street, who was the solicitor to the referees upon that occasion; what the amount of that was I never heard.

Do you know that it was included in the 42,000 *l.*?—I fancy not; it is quite a different Act.

That

That sum of 42,000 *l.* was issued to the city of London to carry the Act into execution?—No, I do not think it was; I rather think it was money issued to the commissioners of compensation for their expenses.

It is stated as specially advanced for the purpose of carrying the Act into execution?—There are seven or eight different Acts: that reference was under the 48th of Geo. 3, called the London Dock Act; I will bring the proof sheet of the report on the next meeting of the Committee.

Mr. T. Tyrrell,
and
Mr. W. B. Scott.

(9 June.)

(A.)—An Account of all the Payments made out of the Consolidated Fund since the year 1793, by virtue of the several Acts passed for the improvement of the Port of London, or the construction of docks there, distinguishing each year.	
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APPENDIX.

Appendix, (A.)

AN ACCOUNT of all the Payments made out of the Consolidated Fund since the Year 1798, by virtue of the several Acts passed for the improvement of the Port of London, or the construction of Docks therein; distinguishing each Year.

YEAR Ended		Compensations.	Salaries and Incidental Expenses.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
5 Jan. 1800.	To Richard Clark, Chamberlain of the city of London, for rendering more commodious, and better regulating the port of London, per Act 39 Geo. 3, c. 69	20,000 - -	- - -	20,000 - -
— 1801.	To - - ditto - - per - - ditto - -	30,000 - -	- - -	30,000 - -
— 1802.	To Joseph White and William Chinnery, for compensations to persons surrendering their estates or interests in any of the mooring chains between London Bridge and Bugsby's Hole, in the river Thames, per Act 39 and 40 Geo. 3, c. 7	139,638 17 6	- - -	- - -
	To Richard Clark, Chamberlain of London, as above, per Act 39 Geo. 3, c. 69	22,000 - -	- - -	- - -
	To Ambrose Weston, for expenses in ascertaining the compensations to be paid on account of mooring chains in the river Thames, per Act 39 and 40 Geo. 3	2,497 12 -	- - -	- - -
— 1803.	To Richard Clark, Chamberlain of London, as above, per Act 42 Geo. 3, c. 69	35,000 - -	- - -	164,136 9 6
— 1804.	- - Ditto - ditto - per ditto - -	15,000 - -	- - -	35,000 - -
	- - Ditto - ditto - per Act 43 Geo. 3, c. 121	40,000 - -	- - -	55,000 - -
— 1806.	- - Ditto - ditto - per ditto - -	20,000 - -	- - -	- - -
	- - Ditto - ditto - per Act 45 Geo. 3, c. 63	45,000 - -	- - -	- - -
	To Joseph Alcock, esq. to make payments to the owners of legal quays, per Act 43 Geo. 3, c. 121	403,126 19 3	- - -	- - -
— 1807.	To Richard Clark, Chamberlain of London, as above, per Act 45 Geo. 3, c. 63	15,000 - -	- - -	468,126 19 3
	To J. Alcock, esq. for legal quays, per Act 43 Geo. 3, c. 121	40,286 18 6	- - -	- - -
	To Richard Clark, Chamberlain of London, as above, per ditto - -	20,000 - -	- - -	- - -
	To J. Alcock, for legal quays, per ditto - -	42,673 3 6	- - -	- - -
— 1808.	To Sir William Curtis, for compensations to ticket porters, per Act 39 Geo. 3, c. 69	11,366 2 6	- - -	117,960 2 -
	To Messrs. Robarts & Co. commissioners for incidental expenses, per ditto - -	- - -	2,000 - -	- - -
	To Sir William Curtis, for losses, &c. per ditto	69,514 11 6	- - -	- - -
	To Geo. Smith, esq. treasurer to the directors of the West India Dock Company, per Act 47 Geo. 3, c. 31	15,000 - -	- - -	- - -
	To Richard Clark, Chamberlain of London, as above, per Act 43 Geo. 3, c. 121	20,000 - -	- - -	- - -
	- - Ditto - - ditto per Act 47 Geo. 3, c. 31	20,000 - -	- - -	- - -
		135,880 14 -	2,000 - -	137,880 14 -

YEAR Ended		Compensations.			Salaries and Incidental Expenses.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
5 Jan. 1809.	To Messrs. Forster and Lubbock, for losses, &c. per Act 39 Geo. 3, c. 69 - - - - -	23,565	1	1						
	To Messrs. Roberts & Co. for salaries to clerks, &c. per ditto - - - - -	-	-	-	2,000	-	-			
	To Richard Clark, Chamberlain of London, as above, per Act 47 Geo. 3, c. 31 - - - - -	21,000	-	-						
	To R. Down, et al. compensations for losses, per Act 39 Geo. 3 - - - - -	26,102	10	-						
	To R. Malby, for rent to Fishmongers Company of Porters Quay, per Act 39 Geo. 3 - - - - -	621	3	-						
	To Messrs. Roberts & Co. for losses, &c. per Act 39 Geo. 3 - - - - -	52,768	17	6						
	Ditto - - - - - for salaries, &c. per ditto	-	-	-	3,000	-	-			
	To Richard Clark, Chamberlain of London, as above, per Act 47 Geo. 3 - - - - -	4,000	-	-						
	To Messrs. Forster and Lubbock, for losses, &c. per Act 39 Geo. 3 - - - - -	30,108	4	-						
		158,165	15	7	5,000	-	-	163,165	15	7
— 1810.	J. Millard, rent for Smart's Quay, per Act 39 Geo. 3, c. 69 - - - - -	352	12	-						
	G. Smith, treasurer to the directors of the West India Dock, as before, per Act 47 Geo. 3, c. 31	15,000	-	-						
	R. Down, et al. compensations as before, per Act 39 Geo. 3. - - - - -	87,936	18	2						
	Messrs. Roberts & Co. incidental expenses, per Act 39 Geo. 3. - - - - -	-	-	-	3,000	-	-			
	- Ditto - - - compensations - per ditto	75,563	18	6						
	- Ditto - - - incidental expenses, per ditto	-	-	-	3,000	-	-			
	Messrs. Forster & Lubbock, compensations, per ditto - - - - -	63,385	5	7						
	Messrs. Roberts & Co. incidental expenses, per ditto - - - - -	-	-	-	2,000	-	-			
	Messrs. Forster & Lubbock, to pay fees short calculated on 74,260 l. per ditto - - - - -	566	10	6						
	R. Down, et al. compensations, per ditto	23,691	-	-						
	Messrs. Roberts & Co. incidental expenses, per ditto - - - - -	-	-	-	5,000	-	-			
		266,496	4	9	13,000	-	-	279,496	4	9
— 1811.	Messrs. Roberts & Co. compensations, per Act 39 Geo. 3. - - - - -	23,573	16	-						
	Ditto - - - incidental expenses, per ditto	-	-	-	3,000	-	-			
	Ditto - - - compensations - per ditto	31,842	4	10						
	Ditto - - - incidental expenses, per ditto	-	-	-	3,000	-	-			
	Ditto - - - compensations - per ditto	46,386	16	2						
	Ditto - - - incidental expenses, per ditto	-	-	-	3,000	-	-			
	Messrs. Forster & Lubbock, compensations, per ditto - - - - -	25,360	10	-						
		127,145	7	-	9,000	-	-	136,145	7	-
— 1812.	H. Thornton, et al. compensations, per Act 39 Geo. 3 - - - - -	14,483	7	-						
	Messrs. Roberts & Co. incidental expenses, per ditto - - - - -	-	-	-	3,000	-	-			
	Ditto - - - compensations - per ditto	24,177	16	6						
	Messrs. Forbes & Lubbock, ditto - per ditto	21,569	2	6						
	Messrs. Roberts & Co. incidental expenses, per ditto - - - - -	-	-	-	3,000	-	-			
	H. Thornton, et al. compensations, per ditto	4,062	3	-						
		64,292	9	-	6,000	-	-	70,292	9	-
— 1813.	Messrs. Roberts & Co. compensations, per Act 39 Geo. 3 - - - - -	1,981	8	-						
	Messrs. Lubbock, et al. - ditto - per ditto	13,540	8	10						
	R. Down, et al. - - - ditto - per ditto	1,746	1	6						
	Messrs. Roberts & Co. - ditto - per ditto	771	17	6						
		-	-	-	-	-	-	18,039	15	10

YEAR Ended		Compensations.			Salaries and Incidental Expenses.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
5 Jan. 1814.	Messrs. Roberts & Co. salaries, &c. per Act 39 Geo. 3	-	-	-	3,000	-	-	9,128	2	6
	Messrs. Lubbock, et al. compensations, per ditto	5,128	2	6	-	-	-			
	Messrs. Roberts & Co. salaries - - per ditto	-	-	-	1,000	-	-			
		5,128	2	6	4,000	-	-			
— 1815.	Messrs. Down & Co. compensations, per Act 39 Geo. 3	1,540	12	6	1,500	-	-	3,409	11	6
	Messrs. Roberts & Co. salaries - - per ditto	-	-	-						
	- Ditto - - - compensations, per ditto	368	19	-						
		1,909	11	6	1,500	-	-			
— 1816.	Messrs. Lubbock & Co. compensations, per Act 39 Geo. 3	1,386	17	6	-	-	-	1,851	3	6
	Messrs. Down & Co. - ditto - per ditto	464	6	-						
		-	-	-	-	-	-			
4 Aug. 1823.	Messrs. Roberts & Co. compensations, per Act 39 Geo. 3	2,053	2	6	-	-	-	2,053	2	6
		-	-	-	-	-	-	£.	1,711,685	16 11

Exchequer,
4th October 1823.

Thomas Forster.

N. B.—This is the only information the Exchequer can furnish in this Account, and in the following Accounts, Appendix, (B. 1.) (B. 3.) (B. 4.)

Appendix, (B.)

AMOUNT of all Sums received and carried to the credit of the Consolidated Fund, as Port of London Dock Dues, under the Act of 39 Geo. 3, c. 69, and 43 Geo. 3, c. 44, or any other Act or Acts; as also of all further Sums of Money (not included under the above Head) received and carried to the credit of the said Fund, for or on account of Monies advanced towards the making of the Canal across the Isle of Dogs.

Appendix, (B.)
—
Sums received and carried to the credit of the Consolidated Fund, &c.

THE Committee for carrying into execution the several Acts of Parliament for rendering more commodious and for better regulating the port of London, beg to state that they have not the means of furnishing the account required in relation to the sums received and carried to the consolidated fund as port of London Dock dues.

The only sums which have been paid and carried to the credit of the consolidated fund, in respect of monies advanced to the Corporation of London towards making the canal in the Isle of Dogs, were the monies arising by the sale of part of the property not wanted for the purposes of the said canal, pursuant to the directions of the Act of the 42d of his late Majesty, c. 49, towards replacing to the said fund the sum of 50,000*l.* (with interest thereon) advanced by the said Act for completing the canal and other works; viz.

1807, Dec. 29 - - Paid and returned into His Majesty's Ex-	£.	s.	d.
chequer in part repayment of the said sum	2,283	-	-
1808, May 13 - - Paid - - d° - - d° - -	237	5	6
1814, Dec. 23 - - Paid - - d° - - d° - -	440	3	2
1815, Dec. 18 - - Paid - - d° - - d° - -	764	11	-
1819, Nov. 22 - - Paid - - d° - - d° - -	10,259	9	-
	£.	13,984	8 8

Guildhall,
2d May 1823.

R. Clark, Chamberlain.

Henry Woodthorpe, Town Clerk.

Appendix, (B.)

Sums received and
carried to the credit
of the Consolidated
Fund, &c.

- (1.)—AN ACCOUNT of the Amount of all Sums advanced towards the Maintenance of the Canal in the Isle of Dogs, with the Dates thereof, specifying the Authority or particular Act or Acts under which such Advances have been made to the Corporation of London.

THE Committee for carrying into execution the Acts of Parliament for rendering more commodious, and for better regulating the port of London, beg to state that there is no Act of Parliament which authorizes the defraying of the expenses attending the maintenance of the canal, in the Isle of Dogs, out of the monies received from the Lords Commissioners of His Majesty's Treasury under the Act of the 39 Geo. 3, c. 69.

The committee on the 9th day of June 1809 (as soon as the transit rates appeared inadequate) presented a memorial to their Lordships on the insufficiency of the canal revenue to meet the expenditure; wherein, inter alia, it was stated that the committee would be compelled, on that account, "to resort to the money advanced out of the canal duties to defray the expenses of the mooring chains, harbour masters, &c. under the 154th section of the said Act for making good the present deficiencies, although strictly that money is not applicable to such purpose under the letter of the said Act."

The committee received on the 13th July 1809 an answer to their memorial, signed by William Huskisson, esq. in which it was stated, inter alia, "That my Lords are of opinion, that the canal must be kept open for the transit of vessels until it shall be otherwise disposed of, and that my Lords will also propose to Parliament in the next session to make provision for the repayment to the City of the money advanced and to be advanced for defraying the expenses of the canal establishment, beyond the amount of the transit rates received and to be received in respect of vessels passing through the same." The committee have, therefore, from time to time drawn by warrants upon the chamberlain upon the monies advanced for the maintenance of the mooring chains, and improvement of the port of London, for such sums as have been necessary to defray the expenses of the canal.

No specific sums have therefore been advanced towards the maintenance of the canal, and the sum paid for such purpose out of the general advances in respect of the mooring chains and harbour service, to the 31st December 1822, amounted to 57,157 *l.* 16 *s.* 3 *d.* and there has been transferred from the canal fund, in part discharge of that sum, to the said period, the sum of 37,500 *l.*; and the sum of 2,000 *l.* has recently been transferred in further discharge of the debt.

The sum of 13,984 *l.* 8 *s.* 8 *d.* has also been paid into His Majesty's Exchequer in respect of the sale of property not wanted for the purposes of the canal (vide Account N^o 3.)

Guildhall, London, }
2d May 1823. }

Henry Woodthorpe, Town Clerk.

James Mountague, Surveyor.

— (2.) —

TO the Right honourable the Lords Commissioners of His Majesty's Treasury.

The Memorial of the Committee appointed by the Lord Mayor, Aldermen and Commons of the City of London, in Common Council assembled, to carry into execution the Act of Parliament, "for rendering more commodious, and for better regulating the Port of London;"

Sheweth,

THAT the said Act directs (section 154,) that the monies which shall from time to time be received and produced by or from the rates and duties granted or made payable to His Majesty, his heirs and successors by the said Act, shall be applied and disposed of in the manner following; (that is to say), in the first place, so much thereof shall be paid into the Chamber of the city of London, as shall be sufficient, from time to time, not only for defraying all the necessary costs and charges of maintaining, repairing, altering and renewing the mooring chains, now lying, or which shall hereafter lie or be in the river Thames; and of laying down, from time to time, new or other mooring chains therein, as and when necessary for the use of the shipping in the said river; but also for paying the salaries and wages of the harbour masters and their assistants pursuant to the said Act; and the monies so to be paid into the Chamber shall be paid and applied by the mayor and commonalty, and citizens of the city of London, and their successors, in defraying the same costs and charges, and paying the same salaries and wages accordingly; and subject thereto, the residue or overplus of such monies so to be received and produced shall be applied, from time to time, in repaying and replacing to the consolidated fund all such sums of money as shall be advanced and paid thereout in pursuance of the said Act, with interest for the same as therein specified:

That the several sums paid into the Chamber of London by order of your Lordships, in pursuance of the said Act, have been expended in the necessary repairs of the mooring chains, towards remunerating the harbour masters, and otherwise, according to the directions of the said Act:

That

That numerous expenses are constantly arising in the prosecution of this business as directed by the said Act of Parliament, and the chamberlain is now considerably in advance:

Your Memorialists, therefore, pray that your Lordships will be pleased to order the further sum of thousand pounds to be paid into the Chamber of London out of the said rates and duties, pursuant to the directions of the said Act of Parliament, to be applied for the purposes therein expressed.

signed by order,

Henry Woodthorpe, Town Clerk.

Appendix, (B.)

Sums received and carried to the credit of the Consolidated Fund, &c.

(3.)—AMOUNT of all Sums received and carried to the credit of the Consolidated Fund, as Port of London Dock Dues, under the Act of 39 Geo. 3, c. 69, and 43 Geo. 3, c. 44, or any other Act or Acts; as also of all further Sums of Money (not included under the above Head) received and carried to the credit of the said Fund, for or on account of Monies advanced towards the making of the Canal across the Isle of Dogs.

THE Committee for carrying into execution the several Acts of Parliament for rendering more commodious and for better regulating the port of London beg to state that they have not the means of furnishing the account required, in relation to the sums received and carried to the consolidated fund as port of London Dock dues.

The only sums which have been paid and carried to the credit of the consolidated fund, in respect of monies advanced to the corporation of London, towards making the canal in the Isle of Dogs, were the monies arising by the sale of part of the property not wanted for the purposes of the said canal, pursuant to the directions of the Act of the 42d of his late Majesty, c. 49, towards replacing to the said fund the sum of 50,000 *l.* (with interest thereon) advanced by the said Act for completing the canal and other works; viz.

1807, Dec. 29 - - -	Paid and returned into His Majesty's Exchequer in part repayment of the said sum	£.	s.	d.
		2,283	-	-
1808, May 13 - - -	Paid - d° - - - d° - - -	237	5	6
1814, Dec. 23 - - -	Paid - d° - - - d° - - -	440	3	2
1815, Dec. 18 - - -	Paid - d° - - - d° - - -	764	11	-
1819, Nov. 22 - - -	Paid - d° - - - d° - - -	10,259	9	-
		£. 13,984	8	8

Guildhall, }
2d May 1823. }

(signed)

R. Clark, Chamberlain.

Henry Woodthorpe, Town Clerk.

(4.)—AMOUNT of all Sums received and carried to the credit of the Consolidated Fund as Port of London Dock Dues, under any Acts of Parliament, on account of Monies advanced towards the making of the Canal across the Isle of Dogs.

Money repaid into the Exchequer by Richard Clark, esq. Chamberlain of the City of London, in part of repayment to the Consolidated Fund of the Sums advanced thereout, pursuant to Act 42 Geo. 3, c. 49, for completing the Canal and other Works mentioned in the said Act.

Paid into the Exchequer—	£.	s.	d.
1807, 29 Dec. - - -	2,283	-	-
1809, 13 May - - -	237	5	6
1814, 23 Dec. - - -	440	3	2
1815, 18 Dec. - - -	764	11	-
1819, 22 Nov. - - -	10,259	9	-
		£. 13,984	8 8

Exchequer, }
4th October 1823. }

Thomas Forster.

Appendix, (C.)

Appendix, (C.)

SUMS awarded for the Estate and Interest of the Crown, Lord Gwydir and others,
in the Mooring Chains.Sums paid for
Mooring Chains
in the Thames.An Account of the Sums paid for the Mooring Chains in the River *Thames*,
dated 20th December 1800.

	£.	s.	d.
Lord Gwydir - - - - -	48,266	3	6
The Crown - - - - -	70,832	11	4

Schedule (A.) referred to by the Award.

Messrs. Sadgrove & Co. Mill Stairs chain - - - - -	259	13	4
Mr. William Collier, chain near Billingsgate - - - - -	140	7	-
Messrs. Clowder & Co. chains off Pickle Herring Stairs - - - - -	320	16	-
Mr. Edward Curling, chain off the Custom-house - - - - -	152	4	-
Messrs. Joshua and Edward Knight, the Dublin chains - - - - -	315	-	-
Mrs. Sarah Pooley & Co. chains off the Custom-house Stairs, Glasgow Wharf, Parson's Stairs and Hermitage Dock - - - - -	1,211	13	4
Mrs. Sarah Pooley, chain off Griffin's Wharf - - - - -	212	3	4
Mrs. Sarah Tasker, chains off Black Lion Wharf and Hermitage Stairs - - - - -	644	6	8
Mrs. Jane Knight, chain off St. Saviour's Dock - - - - -	216	18	8
Mr. John Deane, the Trinity chain - - - - -	116	15	-
Mr. John Oliver, East Lane chain - - - - -	191	13	4
Mrs. Sarah Dawson, Union swinging chain - - - - -	312	18	4
Mr. William Byson, chains off the Tower - - - - -	670	-	-
Mr. Thomas Newby, chain off Horslydown Old Stairs, and chain off the Tower - - - - -	838	13	4
Mr. Joseph Ruse, chains between Pickle Herring Stairs and Horslydown Old Stairs - - - - -	546	6	8
Mr. William Danby Rackstrow, chain near Horslydown Old Stairs - - - - -	190	19	8
Mrs. Mary Bishop, chain between Mill Stairs and East Lane - - - - -	279	18	-

Schedule (B.) referred to by the Award.

Messrs. Duncan & Knight, one swinging chain off St. Catherine's Dock - - - - -	225	8	-
Mr. Charles Johnson, chains off King Edward's stairs; viz. four mud chains, making two tiers - - - - -	1,406	16	8
Messrs. Perry and Wells, three mooring chains off Blackwall - - - - -	3,693	11	7
Mr. William Surflen, chains at Mill Stairs; viz. three mud chains, making two tiers - - - - -	170	19	4
Mr. William Goodcheap, two mud chains between Union Stairs and Bell Dock - - - - -	422	8	8
Mr. William Pierce, two mud chains at Union Stairs - - - - -	262	-	2
Mr. James Thompson, seven mud chains at Bell Dock, Gun Dock, and below it - - - - -	613	6	8
Messrs. Blackburn & Gwilllaume, two mud chains at Fore and Aft Dock at East Lane - - - - -	622	1	1
Mr. Thomas Bolt, one swinging chain off Dicey's Quay, near Billingsgate - - - - -	2,441	1	4
Mr. Thomas Smith, two mud chains off Forgham's Dock, Fountain Stairs - - - - -	717	12	-
	£. 136,294	7	-

N. B. The expenses attending the reference to ascertain the value of this property, under the 39th and 40th Geo. 3, c. 47, s. 143, local Acts, were considerable. And the amount thereof may probably be obtained upon application to the successors of the late Ambrose Weston, esq. (who acted as solicitor to the referees) at the office, 31, Fenchurch-street.

Remembrancer's Office, Guildhall, }
15th March 1824. }

T. Tyrrell.

Appendix, (D.)

AMOUNT of Money awarded as Compensation for Injuries sustained by the operation of the Acts of Parliament for constructing the West India, London and East India Docks. Appendix, (D.)

Port of London
Compensations.

Port of London Compensations.

THE sums awarded to Claimants for compensation, and paid by advances for that purpose, made by order of the Lords Commissioners of His Majesty's Treasury, in pursuance of the directions contained in the several Acts of Parliament, (39 Geo. 3, c. 69; 39 & 40 Geo. 3, c. 47; 42 Geo. 3, c. 113; 43 Geo. 3, c. 124, & c. 126; 45 Geo. 3, c. 58; 46 Geo. 3, c. 113, & c. 132, Local Acts; and 44 Geo. 3, c. 100, Public Act,) amount to - - - - - 677,382l. 8s.

	£.	s.	d.
Amount of claims - - - - -	3,705,419	6	$\frac{3}{4}$
Disallowed - - - - -	3,028,036	18	$\frac{3}{4}$
Paid, as above mentioned - - - - -	£.677,382	8	-

This statement does not comprise any part of the expenses of purchasing or making compensation in respect to the legal quays, that business being conducted under the direction of the commissioners of His Majesty's Customs.

N. B. The expenses attendant on this business are not yet ascertained, but will be contained in the General Report of the Commissioners of Compensation to the Lords Commissioners of His Majesty's Treasury, which is preparing, and expected to be completed in two or three weeks.

Guildhall, }
15th March 1824. }

T. Tyrrell,
Clerk to the Commissioners of Compensation.

Appendix, (E. 1.)

AN ACCOUNT of all Sums of Money received at the Exchequer out of Canal and Dock Duty, and issued to Richard Clark, esq. Chamberlain of the city of London, specifying the Date of each Issue,) per Act 39 Geo. 3, c. 69.

Appendix, (E. 1.)

Money received in
the Exchequer out
of Canal and Dock
Duty.

	£.	s.	d.	£.	s.	d.
1801:						
29th April - - - - -	3,000	-	-			
27th October - - - - -	3,000	-	-			
				6,000	-	-
1802:						
5th June - - - - -	3,000	-	-			
23d October - - - - -	3,000	-	-			
				6,000	-	-
1803:						
3d February - - - - -	3,000	-	-			
5th May - - - - -	5,000	-	-			
6th August - - - - -	5,000	-	-			
10th September - - - - -	5,000	-	-			
				18,000	-	-
1804:						
4th January - - - - -	3,000	-	-			
28th April - - - - -	3,000	-	-			
6th August - - - - -	3,000	-	-			
				9,000	-	-
1806:						
27th January - - - - -	3,000	-	-			
7th August - - - - -	5,000	-	-			
8th November - - - - -	3,000	-	-			
				11,000	-	-
1807:						
12th May - - - - -	3,000	-	-			
18th November - - - - -	3,000	-	-			
				6,000	-	-
1808:						
8th August - - - - -	3,000	-	-			
				3,000	-	-

Appendix, (E. 1.)

Money received in
the Exchequer out
of Canal and Dock
Duty.

	1809:	£.	s.	d.	£.	s.	d.
	25th February - - - - -	3,000	-	-			
	29th April - - - - -	3,000	-	-			
	9th September - - - - -	3,000	-	-			
	11th November - - - - -	3,000	-	-	12,000	-	-
	1810:						
	28th April - - - - -	3,000	-	-			
	27th October - - - - -	5,000	-	-	8,000	-	-
	1811:						
	3d September - - - - -	5,000	-	-			
	29th October - - - - -	3,000	-	-	8,000	-	-
	1812:						
	1st February - - - - -	3,000	-	-			
	27th July - - - - -	3,000	-	-			
	29th October - - - - -	3,000	-	-	9,000	-	-
	1813:						
	11th February - - - - -	3,000	-	-			
	15th May - - - - -	3,000	-	-			
	28th July - - - - -	5,000	-	-			
	9th November - - - - -	5,000	-	-	16,000	-	-
	1814:						
	27th April - - - - -	5,000	-	-			
	9th August - - - - -	5,000	-	-			
	7th November - - - - -	5,000	-	-	15,000	-	-
	1815:						
	26th January - - - - -	5,000	-	-			
	29th July - - - - -	3,000	-	-			
	20th November - - - - -	5,000	-	-	13,000	-	-
	1816:						
	4th May - - - - -	4,000	-	-			
	7th November - - - - -	4,000	-	-	8,000	-	-
	1817:						
	5th May - - - - -	4,000	-	-			
	14th August - - - - -	4,000	-	-	8,000	-	-
	1818:						
	22d January - - - - -	4,000	-	-			
	28th April - - - - -	3,000	-	-			
	28th November - - - - -	4,000	-	-	11,000	-	-
	1819:						
	7th May - - - - -	4,000	-	-			
	4th September - - - - -	4,000	-	-	8,000	-	-
	1820:						
	12th February - - - - -	4,000	-	-			
	31st July - - - - -	4,000	-	-			
	27th November - - - - -	3,000	-	-	11,000	-	-
	1821:						
	18th April - - - - -	4,000	-	-			
	4th August - - - - -	3,000	-	-			
	12th November - - - - -	3,000	-	-	10,000	-	-
	1822:						
	6th May - - - - -	4,000	-	-			
	3d August - - - - -	3,000	-	-	7,000	-	-
	1823:						
	27th January - - - - -	4,000	-	-			
	23d August - - - - -	3,000	-	-	7,000	-	-
		£.			210,000	-	-

Exchequer, }
4th October 1823.

Thomas Forster.

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Appendix, (E. 2.)

A RETURN of all sums of Money collected as London Port and Canal Duty, under the Act of the 39 Geo. 3, c. 69, and subsequent Acts, with the Amounts paid into the Exchequer during each year.

Appendix, (E. 2.)

Money collected as
London Port and
Canal Duty.

YEARS:	CANAL AND DOCK DUTY.								
	Gross Amount collected.			Re-payments.			Payments into the Exchequer.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
1799 - - -	7,612	12	-	-	-	-	7,612	12	-
1800 - - -	14,956	15	6	37	17	10 $\frac{1}{2}$	14,918	17	7 $\frac{1}{2}$
1801 - - -	13,012	11	4	46	-	11 $\frac{1}{2}$	12,966	10	4 $\frac{1}{2}$
1802 - - -	21,119	8	- $\frac{1}{2}$	22	18	11	21,096	9	1 $\frac{1}{4}$
1803 - - -	37,838	14	11 $\frac{3}{4}$	54	14	5 $\frac{1}{2}$	37,784	-	6 $\frac{1}{4}$
1804 - - -	28,754	15	5	194	16	2	28,559	19	3
1805 - - -	32,039	2	7 $\frac{1}{2}$	73	5	2	31,965	17	5 $\frac{1}{2}$
1806 - - -	35,873	9	8	124	6	7 $\frac{1}{4}$	35,749	3	- $\frac{1}{2}$
1807 - - -	31,563	18	2 $\frac{1}{2}$	94	3	9	31,469	14	5 $\frac{1}{2}$
1808 - - -	35,290	10	3	172	14	9	35,117	15	6
1809 - - -	31,811	9	11	146	18	2	31,664	11	9
1810 - - -	52,244	15	9	122	4	4	52,122	11	5
1811 - - -	33,032	12	5 $\frac{1}{2}$	125	2	-	32,907	10	5 $\frac{1}{2}$
1812 - - -	35,691	5	2	82	10	-	35,608	15	2
1813 - - -	43,837	2	6	183	2	8 $\frac{1}{2}$	43,653	19	9 $\frac{1}{2}$
1814 - - -	29,965	2	1	264	5	6 $\frac{1}{2}$	29,700	16	6 $\frac{1}{2}$
1815 - - -	39,223	12	3	382	2	8	38,841	9	7
1816 - - -	36,502	9	11 $\frac{1}{2}$	260	13	7 $\frac{1}{2}$	36,241	16	4
1817 - - -	33,722	12	3 $\frac{1}{2}$	212	4	2	33,510	8	1 $\frac{1}{2}$
1818 - - -	48,536	8	2 $\frac{1}{2}$	253	5	1 $\frac{1}{2}$	48,283	3	1
1819 - - -	45,441	10	11	222	-	8 $\frac{1}{2}$	45,219	10	2 $\frac{1}{2}$
1820 - - -	42,386	19	1 $\frac{1}{2}$	321	15	7	42,065	3	6 $\frac{1}{2}$
1821 - - -	36,272	4	1	219	-	10	36,053	3	3
1822 - - -	37,808	17	-	327	2	2	37,481	14	10
1823 - - -	41,042	9	3	215	12	4	40,826	16	11
TOTAL - - £.	845,581	8	11 $\frac{3}{4}$	4,158	18	7 $\frac{1}{2}$	841,422	10	4 $\frac{1}{4}$

Note.—No distinction of the port and canal duties is known at the Custom-house.

Inspector General's Office,
Custom-house, London,
26th February 1824.

William Irving,
Inspector General.

Appendix, (F.)

AN ACCOUNT of the Total Receipts arising out of the Rentals, or otherwise, of the Legal Quays, Warehouses and the Years and Dates of the annual
* The Rents of the Quays are collected

QUAYS.	1815:			1816:			1817:			1818:		
	Annual Rental.	Receipt.		Annual Rental.	Receipt.		Annual Rental.	Receipt.		Annual Rental.	Receipt.	
	£. s.	£.	s. d.	£. s.	£.	s. d.	£. s.	£.	s. d.	£. s.	£.	s. d.
Brewers and Chesters Quay }	3,624 16	3,624	16 -	3,624 16	3,624	16 -	3,624 16	3,624	16 -	3,624 1	3,624	16 -
Gally Quay -	2,635 10	2,635	10 -	2,635 10	2,635	10 -	2,635 10	2,635	10 -	2,635 10	2,635	10 -
Custom-house & Wool Quays }	4,429 10	3,291	10 4	4,429 10	1,631	2 6	3,029 5	117	9 9	3,029 5	2,693	10 9
Botolph Wharf	3,150 -	3,150	- -	3,150 -	3,150	- -	3,150 -	3,150	- -	3,150 -	3,150	- -
Cox's & Hammond's Quays }	4,032 -	4,032	- -	4,032 -	4,032	- -	4,032 -	4,032	- -	4,032 -	4,032	- -
Fresh Wharf -	3,087 -	3,087	- -	3,087 -	3,087	- -	3,087 -	3,087	- -	3,087 -	3,087	- -
Total Receipts	- -	19,820	16 4	- -	18,160	8 6	- -	16,646	15 9	- -	19,222	16 9

N. B.—The difference between the annual Rentals and Receipts for Custom-house and Wool Quays (for years 1815 to 1819, both inclusive), was allowed to the Wharfingers for loss of Cranes, Counting-houses, and various other charges, in consequence of the fire at the Custom-house.
By Treasury order, dated 19th May 1823, an abatement of 25 per cent was made on the Rents of
Brewers & Chesters Quay, }
Gally Quay, } - - for the year 1822.
Custom-house Quay, and }
Cox's & Hammond's Quay, }

Fresh

Appendix, (G.)

PORT OF LONDON:—ESTIMATE of the Amount that may be necessary to meet the Annual Expenditure arising out of the Mooring Chains, &c.

Salaries to the five harbour masters, the superintendent of mooring chains, the town-clerk, as secretary to the committee for improving the port of London, and gratuities to the clerks and officers of the town-clerk, chamberlain, hall-keeper, and his assistants, amounting together to	Per Annum.
	£. s. d.
Superannuation allowance to Captain John Raymond Snow, late first harbour master	2,474 16 6
Wages and expenses of the harbour service, as paid by the surveyor to the port of London, taken on an average of seven years, from 1814 to 1821, making	350 - -
	1,956 6 -

N. B.—An allowance of 15s. weekly to the widow of one of the harbour master's watermen, who was drowned in the discharge of his duty, and an allowance of 10s. per week to one of the harbour master's watermen, being aged and infirm, is included in the foregoing sum. The account also includes the salary to the surveyor, the clerk to the harbour masters, and the housekeeper at the office at St. Catherine's, as detailed in Appendix, (N.) and the average is taken from the accounts examined and audited by the committee.

Wages

Appendix, (F.)

Buildings thereunto belonging, situate between London Bridge and the Tower of London, to * Christmas 1823; distinguishing Rental paid for each.
up to Christmas, &c. in each year.

1819:			1820:			1821:			1822:			1823:		
Annual Rental.		Receipt.	Annual Rental.		Receipt.	Annual Rental.		Receipt.	Annual Rental.		Receipt.	Annual Rental.		Receipt.
£.	s.	£. s. d.	£.	s.	£. s. d.	£.	s.	£. s. d.	£.	s.	£. s. d.	£.	s.	£. s. d.
3,624	16	3,624 16 -	3,010	-	3,010 - -	3,010	-	3,010 - -	3,055	-	2,291 5 -	3,055	-	3,055 - -
2,635	10	2,635 10 -	2,250	-	2,250 - -	2,250	-	2,250 - -	2,295	-	1,721 5 -	2,295	-	2,295 - -
3,029	5	2,152 17 6	2,305	-	2,305 - -	2,305	-	2,305 - -	2,305	-	1,728 15 -	2,305	-	2,305 - -
3,150	-	3,150 - -	2,610	-	2,610 - -	2,610	-	2,610 - -	2,610	-	2,610 - -	2,610	-	2,610 - -
4,032	-	4,032 - -	3,510	-	3,510 - -	3,510	-	3,510 - -	3,580	-	2,685 - -	3,580	-	3,580 - -
3,087	-	3,087 - -	-	-	1,181 11 9	-	-	- - -	-	-	1,052 14 3	1,555	-	1,555 - -
-	-	18,682 3 6	-	-	14,866 11 9	-	-	13,685 - -	-	-	12,088 19 3	-	-	15,400 - -

Fresh Wharf was in the possession of the Crown in the year 1820, and the total wharfage dues collected; and in the years 1821 and 1822 in the joint hands of the Crown and Mr. Knill, the wharfage dues collected in part, and a balance of upwards of 3,000 l. in course of collection.
The official records of Rentals and Receipts, antecedent to the year 1815, were destroyed in the fire of the Custom-house.

22d March 1824,

Thomas Marshall,

Landing Surveyor.

Wages and expenses of the mooring chain service of the port of London, as paid by the superintendent of mooring chains, taken on an average of seven years, from 1814 to 1821, making	Per Annum.
	£. s. d.
	1,094 11 5
New mooring chains, mooring anchors, anchor stocks, excavations for moorings, mooring buoys, repairs of offices and boats, chain lighters, rope, &c. &c. taken on an average of seven years, from 1814 to 1821, making	2,001 14 3
Annual expenditure of the 56 members of the port of London committee	450 - -
Law charges, taken on an average of seven years, from 1814 to 1821, making	44 2 8
	<u>£. 8,371 10 10</u>

J^s Mountague,

Surveyor to the Committee for Improving the Port of London

Matthew Marshall,

Superintendent of Mooring Chains.

Guildhall, 6th March 1822.

Appendix, (H.)

Appendix, (H.)

Authority for Pension granted to late Capt. J. R. Snow.

COPY of a Letter from George Harrison, esq. Secretary to the Lords Commissioners of His Majesty's Treasury.

Sir,

Treasury Chambers, 11th December 1817.

THE Lords Commissioners of His Majesty's Treasury having had under their consideration the memorial of the Committee for improving the Port of London respecting the retirement of Captain Snow, the First Harbour Master of the Port, I have it in command to acquaint you, for the information of the said Committee, that with reference to the provisions of the Act 50th Geo. 3, c. 117, and the practice of their Lordships bond as founded upon those provisions, and considering Captain Snow's length of services, My Lords would not feel justified in giving their sanction to a larger retired allowance to him than three hundred and fifty pounds per annum, but which under the circumstances stated in the said memorial they are pleased to sanction.

I am, Sir, your most obedient servant,

Henry Woodthorpe, esq.

Geo. Harrison.

Appendix, (I.)

Appendix, (I.)

Salaries, &c. of the Officers of Mooring Chains and Harbour Services.

PORT OF LONDON, Mooring-Chain and Harbour Service.

ACCOUNT of Salaries, Gratuities, Fees, Perquisites or Allowances to each of the Officers, a detail of their particular and respective duties, with the number of days in each week, and the hours of attendance by each, during the year 1822.

IT may be necessary for me to observe, that as the Committee's Surveyor I was from Christmas 1805 to Lady-day 1814 paid for the business I did in surveys, soundings, particulars and specifications for contracts, superintending and directing works, &c. &c. by bills at charges by per centage and otherwise, according to the custom of my profession.

By the following Resolutions of the Port of London Committee, of the 23d of January 1815, the payment of their Surveyor by bills, &c. ceased.

" Resolved,

" Firstly, That it is the opinion of this Committee that the appointment of Mr. James Mountague on the 6th day of February 1807, relative to the harbour service, should now cease and determine; and that the payment of the wages and expenses of the harbour service, and the transmitting daily to the St. Catherine's Office or Upper Station Office a copy of the return of shipping entered by the Lower Station Harbour Masters, be the only duty in respect of that appointment in future to be done by him.

" Secondly, That it is the opinion of this Committee, that in future a fixed salary be given to Mr. James Mountague for the performance of the said duty, and for the duty as surveyor to this Committee, in lieu of the former weekly allowance of three guineas, and in lieu of all bills or charges of whatsoever kind or nature by way of commission or otherwise, except the repayment of such actual disbursements only as may be incurred by him by order of the Committee.

" Thirdly, That the said salary or allowance for the performance of the before mentioned duties be at and after the rate of 300*l.* per annum, to commence from this day (23d January 1815,) in full satisfaction for the same, and in lieu of all gratuities to himself or clerk."

This arrangement continues now in force; but it will be seen thereby that as the last bill paid me was to Lady-day 1814, and the salary was to commence on the 23d January 1815, I was deprived of any compensation for nearly ten months performance of my duties as surveyor to the Committee.

In conclusion I have to observe, I have no gratuities, fees, perquisites or allowances beyond my salary. The office part of my business is conducted at the City Canal Office, by which means the necessity for the house and office established at Fore-street, Limehouse, by the regulations of the port of London bye-laws, has ceased since Lady-day 1807.

With respect to that part of the order requiring the number of days in each week and the hours of attendance, I have only to observe, that there is not a day I am unemployed by myself or assistant in the port of London business; but the hours in each day I am unable to state, having kept no account of my time since I ceased making out bills.

City Canal Office, Blackwall, }
May 1823.

J. Mountague.

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Appendix, (K.)

RETURN of Port of London Committee relative to their Disbursements.

Appendix, (K.)

THE Committee for carrying into execution the Act of Parliament for rendering more commodious and for better regulating the port of London, beg to state for the information of the Committee of the Honourable the House of Commons on Foreign Trade, that immediately upon the receipt of their orders of the 18th day of April last for sundry accounts and other returns, they directed the respective officers to prepare such part of the said accounts and returns as were in their several departments, and the same having been prepared accordingly are herewith transmitted to the Honourable Committee on Foreign Trade.

Disbursements of
the Port of London
Committee.

The committee at the same time beg to state, that in respect of such part of the order of the 18th day of April last, as requires an account, distinguishing the disbursements for and on account of the port committee, they have no further return to make than appears in the return transmitted to the said Committee on Foreign Trade, dated the 6th March 1822, Appendix, (G.) viz.

“ Annual Expenditure of the fifty-six members of the port of London committee, 450*l*.”

Guildhall,
14th May 1823. }

Henry Woodthorpe.

Appendix, (L.)

COPY of the Representation made by the Corporation of London to the Lords Commissioners of His Majesty's Treasury, recommending a Diminution in the Number of Harbour Masters ; with the Answer thereupon.

Appendix, (L.)

Proposed Reduc-
tion of Number of
Harbour Masters.

THE Committee for carrying into execution the Act of Parliament for rendering more commodious, and for better regulating the port of London, beg to state, that it appearing to them to be requisite to obtain an Act to explain and amend the Act of the 39 Geo. 3, for rendering more commodious, and for better regulating the port of London, they, on the 3d day of September 1813, directed notices to be given agreeably to the standing orders of Parliament, of their intention to apply for the same; and appointed a special committee to examine the several Acts and the bye-laws for regulating the port of London, and to report their opinion of what alterations should be made therein, and what further provisions it would be desirable to obtain, and upon what ground the said application to Parliament should be made; which special committee, on the 18th of November following, reported, *inter alia*, that it should be recommended to the court of common council to present a petition to the Legislature for an Act to explain and render more effectual the existing Act, and particularly to define the number of harbour masters which might thereafter be appointed upon the death or resignation of any of the then harbour masters.

That the court of common council on the same day agreed with the foregoing report, and petitioned Parliament for an Act accordingly.

That on the 19th day of February 1814, a conference was held between the Right honourable the Chancellor of the Exchequer and the special committee, together with the representatives of the city of London in Parliament, upon the subject of the bill, when the measure, as proposed by the committee, for reducing the number of harbour masters to three upon death, resignation or removal, was discussed; and the right honourable gentleman expressed his full approbation of the same, particularly as it would be the means of reducing the annual expense considerably.

That on the 23d April 1814 a further conference took place with the Chancellor of the Exchequer and the special committee, at which the four members for the city, and the chairman and deputy-chairman of the West India Dock company were present, when the Chancellor of the Exchequer was pleased again to express his approbation of the reduction of the number of harbour masters; and observed, that when the saving of expenses to be expected from that regulation had taken place, it would be an inducement to Parliament to advance further sums for further improvements, in consequence of which the said special committee were instructed to prosecute the bill as they should be advised, and thereupon the same was proceeded with, and passed the Honourable the House of Commons; but a petition from the ship-owners in the north of England, having been presented to the Right honourable the House of Lords against sundry provisions therein contained, the same was referred to a committee, with directions to hear counsel on both sides; and a hearing accordingly took place, when the determination of the petitioners appearing to be to get rid of the bill by delaying the proceedings, which the late period of the session clearly enabled them to do, and as further contention would then occasion heavy expenses without any prospect of success, the special committee directed the proceedings to be discontinued; but considering the provisions of the bill in respect of the reduction of the number of harbour masters and otherwise to be essential to the good government of the port, they directed notices to be given of their intention to make an application in the ensuing sessions of Parliament for effecting those purposes, being decidedly of opinion that it was necessary to reduce the number of

harbour

Appendix, (L.)
Proposed Reduc-
tion of Number of
Harbour Masters.

harbour masters (upon the death, resignation or dismissal of any of them) to three, which number, experience had shown to them to be adequate for the harbour service since the formation of the several docks on each side of the river within their jurisdiction, and whereby an annual saving of about 1,200*l.* would be made.

That a bill was accordingly prepared, and on the 7th October 1814 directed to be laid before the Elder Brethren of the Trinity-house for their remarks and observations, who, on the 6th day of April 1815, returned the same, with the following remarks, as far as related to the proposed reduction in the number of the harbour masters :

"The Elder Brethren have thought it right to have before them the best evidence on this subject ; and in the course of their examinations of the harbour masters hereon, it has been stated that when the establishment was first made, under the Act 30 Geo. 3, the total number of ships on the average, in the port of London, amounted to about eight hundred ; and although, since that period, docks and canals have been established, that have taken a great number of ships out of the river, yet such has been the increase of vessels resorting to this port, that the average number has been from two thousand to two thousand three hundred vessels, though not of late more than one thousand six hundred, which, independent of other circumstances, manifests most clearly to the Brethren, that the number of harbour masters is rather inadequate than otherwise to the due performance of the requisite duties of the office, and tends to confirm in their minds a conviction that the number of harbour masters cannot be diminished without either an abandonment of the duties, or the most negligent performance of them ; hence the proposed reduction cannot meet the concurrence of the Brethren."

Under these circumstances the committee felt it would be improper in them to press the business any further ; and consequently deemed it advisable to abandon the bill altogether.

The committee, however, beg to state, that the Elder Brethren having suggested that in future appointments of harbour masters, they should be paid upon a graduated scale, they agreed therewith, and the same with the concurrence of the Lords Commissioners of His Majesty's Treasury, has been adopted from the 1st day of January 1818, the period of the resignation of the late Captain Snow, and is now completely carried into execution, whereby an annual saving of 400*l.* is effected in this branch of expenditure.

Guildhall,
14th May 1823. }

Henry Woodthorpe.

Appendix, (M.)

Appendix, (M.)
Receipts, &c. of the
City Canal in 1822.

PORT OF LONDON, City Canal Account:—STATEMENT of the Amount of Receipts and Disbursements of the City Canal for the year 1822.

RECEIPTS:

	£.	s.	d.
City Canal transit rates, (9th Dec. 1821 to 9th Dec. 1822) - - -	640	1	7
Ditto - lying-up rates, (12th Jan. 1822 to 12th Jan. 1823) - - -	1,170	19	6
Ditto - lighting and watching rates, (ditto) - - -	151	11	1
Ditto - rents and casual receipts, (Christmas 1821 to Christmas 1822) - - -	999	-	6
	£. 2,961	12	8
Deficiency in the year 1822 - - -	224	1	-
	£. 3,185	13	8

DISBURSEMENTS:

	£.	s.	d.
City Canal establishment, towing horses, &c. - - -	2,082	13	4
Ditto - carpenters, labourers, and incidental repairs, taxes, &c. &c. - - -	440	8	1
Ditto - expenses in relation to lighting and watching - - -	155	2	4
Ditto - sundry artificers and tradesmen's bills, &c. paid by the chamberlain of London, by warrants of committee, including payments for raising mud, &c. - - -	507	9	11
	£. 3,185	13	8

N. B.—The canal transit rates in this account are made up to the 9th December in each year, the rates having become payable on that day ; and the canal lying-up rates, and lighting and watching rates, are made up to the 12th of January in each year, for the same reason.

City Canal Office, Blackwall, }
May 1823.

J^s Mountague.

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Appendix, (N.)

PORT OF LONDON:—RETURN of Salaries, Allowances or Gratuities to Clerks and Officers, &c.

Appendix, (N.)

Salaries, &c. to the Clerks, &c.

Harbour and Mooring-Chain Service of the Port of London, from London Bridge to Bugsby's Hole, by Woolwich.										Per Annum.		
										£.	s.	d.
First harbour master	-	-	-	-	-	-	-	-	-	500	-	-
Second - ditto	-	-	-	-	-	-	-	-	-	400	-	-
Third - ditto	-	-	-	-	-	-	-	-	-	350	-	-
Fourth - ditto	-	-	-	-	-	-	-	-	-	300	-	-
Fifth - ditto	-	-	-	-	-	-	-	-	-	250	-	-
Clerk to the harbour masters, at two guineas a week	-	-	-	-	-	-	-	-	-	109	4	-
Superintendent of mooring chains	-	-	-	-	-	-	-	-	-	250	-	-
Surveyor	-	-	-	-	-	-	-	-	-	300	-	-
Mr. Town-clerk, as secretary to the committee	-	-	-	-	-	-	-	-	-	265	-	-
Housekeeper at harbour-masters office, St. Catherine's	-	-	-	-	-	-	-	-	-	20	-	-
Clerks to town-clerk, chamberlain's clerks, hall-keeper, and his assistants	-	-	-	-	-	-	-	-	-	159	16	6
										£. 2,904	-	6

Captain John Raymond Snow, late first harbour master, retired allowance, sanctioned by the Lords Commissioners of His Majesty's Treasury, per ann. £. s. d. 350 - -

In respect of the Canal in the Isle of Dogs:

Surveyor and superintendent of the canal	-	-	-	-	per ann.	400	-	-
Two lock-keepers, one at each end of the canal	-	-	-	-	per week each	2	2	-
Two carpenters	-	-	-	-	ditto	2	-	-
Ten labourers, or gatemen	-	-	-	-	ditto	1	8	-

N. B.—In addition to the above, the widow of Mr. Bruce, one of the lock-keepers, has an allowance of 10s. a week.

Guildhall, 6th March 1822. *J^s Mountague,*
Surveyor to the Committee for improving the Port of London.

Appendix, (O.)

A Detailed Account of the Expenditure attending the maintenance of the Mooring Chains in the River Thames, and the Establishment relating thereto, for the Year 1822; specifying the amount of Salaries, Gratuities, Fees, Perquisites or Allowances to each of the Officers.

Appendix, (O.)

Expense of maintaining Mooring Chains in the River Thames in 1822.

Detail of Expenditure attending the maintenance of the Mooring Chains in the River Thames, for the year 1822.

										£.	s.	d.
For wages to foreman and 10 men employed for different periods in making good the several mooring chains, according to the tides and services to be performed, from the 1st to 5th January	-	-	-	-	-	-	-	-	-	16	15	-
For wages to foreman and 13 men employed for ditto	-	-	-	-	-	-	-	-	-	15	10	-
For wages to foreman and 12 men employed for ditto	-	-	-	-	-	-	-	-	-	12	5	-
For wages to foreman and 2 men employed for ditto	-	-	-	-	-	-	-	-	-	6	15	-
For wages to foreman and 8 men employed for ditto	-	-	-	-	-	-	-	-	-	8	11	-
For wages to foreman and 8 men employed for ditto	-	-	-	-	-	-	-	-	-	12	7	-
For wages to foreman and 12 men employed for ditto	-	-	-	-	-	-	-	-	-	21	16	-
For wages to foreman and 6 men employed for ditto	-	-	-	-	-	-	-	-	-	7	15	-
For wages to foreman and 12 men employed for ditto	-	-	-	-	-	-	-	-	-	17	15	-
For wages to foreman and 2 men employed for ditto	-	-	-	-	-	-	-	-	-	6	15	-
For wages to foreman and 10 men employed for ditto	-	-	-	-	-	-	-	-	-	9	15	-
For wages to foreman and 6 men employed for ditto	-	-	-	-	-	-	-	-	-	10	3	-

Appendix, (O.)		£.	s.	d.
Expense of main- taining Mooring Chains in the River Thames in 1822.	For wages to foreman and 10 men employed for different periods in making good the several mooring chains, according to the tides and services to be performed, from the 24th to 30th March	-	-	-
	For wages to foreman and 14 men employed for ditto - - - ditto - from the 31st of March to 6th of April	-	-	-
	For wages to foreman and 16 men employed for ditto - - - ditto - from the 7th to 13th April	-	-	-
	For wages to foreman and 12 men employed for ditto - - - ditto - from the 14th to 20th April	-	-	-
	For wages to foreman and 12 men employed for ditto - - - ditto - from the 21st to 27th April	-	-	-
	For wages to foreman and 12 men employed for ditto - - - ditto - from the 28th of April to the 4th of May	-	-	-
	For wages to foreman and 9 men employed for ditto - - - ditto - from the 4th to 11th May	-	-	-
	For wages to foreman and 15 men employed for ditto - - - ditto - from the 12th to 18th May	-	-	-
	For wages to foreman and 11 men employed for ditto - - - ditto - from the 19th to 25th May	-	-	-
	For wages to foreman and six men employed for ditto - - - ditto - from the 26th of May to 1st of June	-	-	-
	For wages to foreman and 8 men employed for ditto - - - ditto - from the 2d to 8th June	-	-	-
	For wages to foreman and 10 men employed for ditto - - - ditto - from the 9th to 15th June	-	-	-
	For wages to foreman and 13 men employed for ditto - - - ditto - from the 16th to 22d June	-	-	-
	For wages to foreman and 10 men employed for ditto - - - ditto - from the 23d to 29th June	-	-	-
	For wages to foreman and 4 men employed for ditto - - - ditto - from the 30th of June to the 6th of July	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 7th to 13th July	-	-	-
	For wages to foreman and 2 men employed for ditto - - - ditto - from the 14th to 20th July	-	-	-
	For wages to foreman and 10 men employed for ditto - - - ditto - from the 21st to 27th July	-	-	-
	For wages to foreman and 2 men employed for ditto - - - ditto - from the 28th of July to the 3d of August	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 4th to 10th of August	-	-	-
	For wages to foreman and 2 men employed for ditto - - - ditto - from the 11th to 17th August	-	-	-
	For wages to foreman and 11 men employed for ditto - - - ditto - from the 18th to 24th August	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 25th to 31st August	-	-	-
	For wages to foreman and 11 men employed for ditto - - - ditto - from the 1st to 7th September	-	-	-
	For wages to foreman and 2 men employed for ditto - - - ditto - from the 8th to 14th September	-	-	-
	For wages to foreman and 7 men employed for ditto - - - ditto - from the 15th to 21st September	-	-	-
	For wages to foreman and 10 men employed for ditto - - - ditto - from the 22d to 28th September	-	-	-
	For wages to foreman and 2 men employed for ditto - - - ditto - from the 29th of September to the 5th of October	-	-	-
	For wages to foreman and 14 men employed for ditto - - - ditto - from the 6th to 12th October	-	-	-
	For wages to foreman and 13 men employed for ditto - - - ditto - from the 13th to 19th October	-	-	-
	For wages to foreman and 9 men employed for ditto - - - ditto - from the 20th to 26th October	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 27th of October to the 2d of November	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 3d to 9th November	-	-	-
	For wages to foreman and 13 men employed for ditto - - - ditto - from the 10th to 16th November	-	-	-
	For wages to foreman and 8 men employed for ditto - - - ditto - from the 17th to 23d November	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 24th to 30th November	-	-	-
	For wages to foreman and 6 men employed for ditto - - - ditto - from the 1st to 7th December	-	-	-

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	£.	s.	d.	Appendix, (O.)
For wages to foreman and 6 men employed for different periods in making good the several mooring chains, according to the tides and services to be performed, from the 8th to 14th December - - - - -	7	15	-	Expense of maintaining Mooring Chains in the River Thames in 1822.
For wages to foreman and 13 men employed for ditto - - - ditto - from the 15th to 21st December - - - - -	22	2	-	
For wages to foreman and 4 men employed for ditto - - - ditto - from the 22d to 28th December - - - - -	7	5	-	
For the hire of extra chain lighters for the year 1822, being eighty-nine days, at 10s. 6d. per day - - - - -	46	14	6	
For repairing and adjusting thirty half-hundred weights, and a set of small weights - - - - -	1	15	6	
For the hire of a boat fifty-two weeks at 3s. per week - - - - -	7	16	-	
For excavating ground, and driving piles to secure mooring anchors between high and low water mark, for the year 1822 - - - - -	63	16	-	
For ballast thrown upon mooring anchors and stones to secure the same, and make good the ground, for the year 1822 - - - - -	10	5	6	
For handspikes for the year 1822 - - - - -	2	18	-	
For rope used in lighters and boats for the year 1822 - - - - -	1	1	5	
For repairing small buoys for the year 1822 - - - - -	1	2	-	
For an iron safe for depositing books and accounts - - - - -	8	18	6	
For sundry small expenses, including stationery, stamps, postage, &c. for the year 1822 - - - - -	15	5	1	
TOTAL - - -	£. 783	8	6	

N.B.—The foregoing accounts of the weekly wages and expenses of the mooring-chain service of the Port of London, for the year 1822, as paid by Mr. Matthew Marshall, the superintendent of mooring chains, have been examined, audited and allowed by the Port of London Committee.

Establishment for the Mooring-Chain Service for the Year 1822.

	Salary per Annum.	Gratuities.	Fees.	Perquisites.	Allowances.
1 Superintendent - -	£. 250.	none.	none.	none.	none.

A Detail of the particular Duties of the Superintendent of Mooring Chains, the Number of Days in each Week, and Hours of Attendance by him, during the Year 1822.

TO superintend the replacing or alteration of any of the present mooring chains in the river Thames, belonging to the Port Committee, between London Bridge and Bugsby's Hole; to superintend the laying down any additional chains which may be thought necessary within those limits; to superintend the excavating of holes for mooring stones and anchors by ballast lighters, the laying down such stones or anchors, and the throwing of ballast thereon to make good the ground; also the digging of holes and driving of piles between high and low water mark for securing mooring anchors; to examine and exchange the mooring buoys of the several mooring chains, which from time to time require repair; to convey them to the patentee to be repaired, and to replace them when repaired; to keep a correct account of the wages and expenses attending the execution of his office, to present the same for examination and audit at the first meeting of the grand committee, subsequent to every quarter day, with vouchers for every article of expenditure; to present a report monthly to Mr. Town-clerk of the works performed on the mooring chains, in order that the same may be laid before the sub-committee, and read at their first meeting in every month; to attend all meetings of the committee when summoned; to give notice in writing at the Harbour Master's Office when any mooring chain is under repair or undergoing any alteration, also to give similar notice of the completion of such services; to communicate to the surveyor of the port of London from time to time, and take his directions generally in relation to the moorings; to keep a correct account of the several articles provided for the mooring-chain service of the port of London, to enable him to examine and sign the tradesmen's bills for the same, previous to their being delivered to the surveyor for his examination and signature, and to keep an account of the issuing such articles and stores as are from time to time required and issued for the said service. The number of days attendance required for the performance of the before-mentioned duties in each week is six, and sometimes under peculiar circumstances attendance is given on Sundays. The hours of attendance each day vary from four o'clock in the morning till dusk, according to the state of the tides, and the work to be performed; and the duties are so various as to occupy the whole time of the officer, and preclude the possibility of his pursuing any other occupation.

30th April 1823.

Matthew Marshall,
Superintendent of the Mooring Chains.

Appendix, (P.)

Appendix, (P.)

Duties performed
by Second Harbour
Master of the Port
of London.STATEMENT of the Duties performed by Captain Alexander Murray, Second Harbour Master
of the Port of London; detailing the number of Days and Hours of his Attendance in each
Week during the Year 1822.

DATES.	Number of		Total Number of		REMARKS.
	Days each Week.	Hours each Week.	Days.	Hours.	
1822:					
Jan. 1 to Jan. 7.	3	23	-	-	- heavy gale, with rain.
- 8 - - 14.	4	28	-	-	- thick heavy weather.
- 15 - - 21.	4	29	-	-	- snow and sleet.
- 22 - - 28.	3	23	-	-	- rain.
- 29 to Feb. 4.	3	28	-	-	- gale of wind, with rain.
Feb. 5 - - 11.	4	30	-	-	- heavy gale.
- 12 - - 18.	4	32	-	-	- 18th, on duty at $\frac{1}{2}$ past 6 A. M.
- 19 - - 25.	3	25	-	-	- fine weather.
- 26 to Mar. 4.	3	30	-	-	- 1st, on duty at 5 A. M.
Mar. 5 - - 11.	4	30	-	-	- heavy gale, with rain.
- 12 - - 18.	4	39	-	-	- heavy weather.
- 19 - - 25.	3	24	-	-	- heavy rain.
- 26 to Apr. 1.	3	33	-	-	- 29th and 30th, on duty at $\frac{1}{2}$ past 4 A. M.
Apr. 2 - - 8.	4	40	-	-	- occasional showers of rain.
- 9 - - 15.	4	34	-	-	- unwell 14th and 15th.
- 16 - - 22.	3	28	-	-	- 18th, on duty at $\frac{1}{2}$ past 6 A. M.
- 23 - - 29.	3	31	-	-	- heavy rain, with squalls.
- 30 to May 6.	4	47	-	-	- 30th, on duty at $\frac{1}{2}$ past 4 A. M.
May 7 - - 13.	4	31	-	-	- unwell 12th and 13th.
- 14 - - 20.	3	29	-	-	- 16th, on duty at 4 A. M.
- *21 - - 27.	3	33	-	-	- *24th, on duty at $\frac{1}{2}$ past 2 A. M.; 25th, at $\frac{1}{2}$ past 3 A. M.
- 28 to June 3.	4	44	-	-	- 28th, on duty at 4 A. M.
June 4 - - 10.	4	33	-	-	- hot sultry weather.
- 11 - - 17.	3	33	-	-	- fine.
- 18 - - 24.	5	46	-	-	- on duty 2 days for Capt. Fisher.
- 25 to July 1.	5	58	-	-	- ditto - 1 day - ditto.
July 2 - - 8.	5	41	-	-	- ditto - 1 day - ditto.
- 9 - - 15.	4	43	-	-	- ditto - 1 day - ditto.
- - - - 16.	1	12	-	-	-
- 17 to Aug. 15.	-	-	-	-	- absent 1 month by permission of the Lord Mayor, on account of bad health.
Aug. 16 - - 22.	4	35	-	-	- from the 21st August to 20th September, superintended the duty at the upper station for Capt. Ludlam, during part of which time, had to attend my own duty at the lower station.
- 23 - - 29.	4	31	-	-	
- 30 to Sept. 5.	3	29	-	-	
Sept. 6 - - 20.	-	-	-	-	- blowing strong, with rain.
- 21 - - 27.	4	40	-	-	- very fine.
- 28 to Oct. 4.	4	34	-	-	- heavy rain.
Oct. 5 - - 11.	3	30	-	-	- blowing fresh, with rain.
- 12 - - 18.	3	26	-	-	- 24th, on duty at $\frac{1}{2}$ past 5 A. M.
- 19 - - 25.	4	35	-	-	- blowing strong, with rain.
- 26 to Nov. 1.	4	40	-	-	- 8th, on duty at 6 A. M.
Nov. 2 - - 8.	3	31	-	-	- thick weather.
- 9 - - 15.	3	28	-	-	- blowing strong, with rain.
- 16 - - 22.	4	34	-	-	- 25th, on duty at $\frac{1}{4}$ past 6 A. M.
- 23 - - 29.	4	29	-	-	- dark heavy weather.
- 30 to Dec. 6.	3	28	-	-	- 7th and 10th, on duty at $\frac{1}{2}$ past 6 A. M.
Dec. 7 - - 13.	3	24	-	-	- heavy gale.
- 14 - - 20.	4	32	-	-	- sharp frost and much ice.
- 21 - - 27.	4	28	-	-	
- 28 - - 31.	2	16	-	-	
Aug. 21 to Sept. 20.	31	248	-	-	- On duty at the upper station during the absence of Capt. Ludlam, in addition to my own duty, during part of the time, at the lower station.
			198	1,755	

Detail of the particular and respective Duties performed, as applies to my Station, which was from
Radcliffe Cross to Bugsby's Hole.

Inspecting the navigation; taking the names and description of vessels arriving during the flood-tide, and inserting the same on the book of entries; birthing or placing them at their moorings in the river; stopping and otherwise detaining loaded ships or vessels from proceeding upwards, so as to prevent the pool from being too much thronged with shipping at one time; attending at the City Canal, taking in and letting out all vessels and craft during tide-time; after high-water, to row round the station, to see that the ships lie all well, and that the navigation was all clear, or to enforce the previous orders given to the pilots or masters to make it so; redressing all complaints made by masters of ships or others; taking the names of the vessels *passing outward-bound*; to insert proceedings on the minute book, and attend the meetings of the harbour masters on board days, in furtherance of the various duties respectively,

Greenwich, }
1st May 1823. }

Alex. Murray.

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Appendix, (Q.)

RETURN of Captain Anthony Ludlam, First Harbour Master of the Port of London.

Appendix, (Q.)

THE duty of the first harbour master, as prescribed by the port of London bye-laws, is to superintend the whole duty afloat ; to give daily attendance at the office ; to grant permission for removal of ships and vessels from their respective moorings ; to attend to all complaints, and give requisite directions thereon ; to see that the returns of the harbour service are made regularly ; to receive all communications from the Right honourable the Lord Mayor, the worshipful port of London committee, or the elder brethren of the Trinity-house, and to attend the latter for their sanction to any alterations or additions that may be deemed necessary to the mooring chains, which are recommended by the port of London committee to be adopted ; to preside at the monthly board of harbour masters, and attend the meetings of the port of London committee ; and generally to superintend all business connected with the harbour service. The attendance of the first harbour master, in the performance of the above duties, has been given daily, Sundays excepted, throughout the year 1822, with the exception of one month's leave of absence for health, and a few days confinement at home from illness. The hours of attendance have been from ten o'clock in the morning until four and five in the afternoon.

Duties performed
by First Harbour
Master of the Port
of London.

Harbour Masters Office,
St. Catherine's, 8th May 1823. }

Anthy Ludlam,
First Harbour Master.

Appendix, (R.)

A DETAIL of the Duties performed by Captain John Fisher, Third Harbour Master, during the year 1822, between Bugsby's Hole and Radcliff Cross.

Appendix, (R.)

TO keep the navigation open for vessels and craft navigating the river ; to keep open the passages into the different docks ; to take an account of all vessels arriving, and birthing them so as not to obstruct the navigation ; regulating the colliers in the lower part of the collier pool, and stopping them at Greenwich and Blackwall when the collier pool is full, which often occurs during the spring and autumn ; to superintend at the Blackwall end of the City Canal the entrance, exit and transit of all vessels, birthing and mooring, &c. ; to inspect the respective moorings, and when out of order to report the same, that the defects may be made good, and remove the vessels to other tiers ; to attend occasionally the Right honourable the Lord Mayor when on the river ; also, to all orders from the worshipful port of London committee.

Duties performed
by Third Harbour
Master of the Port
of London.

1822 :	First Week.		Second Week.		Third Week.		Fourth Week.		In each Month.	
									Days :	Hours :
January	days on duty	4	days on duty	3	days on duty	3	days on duty	4	14	-
	hours	- 28	hours	- 22	hours	- 21	hours	- 28	-	99
February	days	- 4	days	- 3	days	- 3	days	- 4	14	-
	hours	- 25	hours	- 20	hours	- 21	hours	- 24	-	90
March	days	- 4	days	- 3	days	- 3	days	- 4	14	-
	hours	- 24	hours	- 18	hours	- 22	hours	- 27	-	91
April	days	- 4	days	- 3	days	- 3	days	- 4	14	-
	hours	- 25	hours	- 19	hours	- 21	hours	- 20	-	84
May	days	- 3	days	- 3	days	- 4	days	- 6	16	-
	hours	- 25	hours	- 18	hours	- 31	hours	- 47	-	121
June	days	- 4	days	- 2	} on leave of ab- sence - - {	sence - - {	days	- -	6	-
	hours	- 27	hours	- 25			hours	- -	-	52
July	days	- } on	leave of absence		days	- 7	days	- 7	14	-
	hours	- }			hours	- 38	hours	- 60	-	98
August	days	- 7	days	- 7	days	- 4	days	- 5	23	-
	hours	- 44	hours	- 54	hours	- 26	hours	- 37	-	161
September	days	- 3	days	- 2	days	- 4	days	- 3	12	-
	hours	- 20	hours	- 18	hours	- 28	hours	- 24	-	90
October	days	- 4	days	- 5	days	- 4	days	- 7	20	-
	hours	- 27	hours	- 33	hours	- 24	hours	- 47	-	131
November	days	- 4	days	- 3	days	- 4	days	- 4	15	-
	hours	- 24	hours	- 18	hours	- 21	hours	- 23	-	86
December	days	- 3	days	- 4	days	- 4	days	- 5	16	-
	hours	- 20	hours	- 18	hours	- 20	hours	- 21	-	79
TOTAL - - - -									178	1,182

John Fisher.

Appendix, (S.)

Appendix, (S.)
Duties performed
by Fifth Harbour
Master of the Port
of London.

AN ANNUAL detailed Account of the Monthly, Weekly, Daily and Hourly Duties performed by Mr. Charles Rowland, Fifth Harbour Master of the Port of London, between Radcliff Cross and London Bridge, being the Limits of the Upper Station; also, the West End of the City Canal; during the Year 1822.

Daily Duty as follows :—

TO keep the centre channel open for the navigating of vessels up and down, also the in-shore passages for craft, barges and boats; to keep all the ferries open and clear; to take an account of all vessels coming into the ports during the flood tide, birthing them at the different tiers, so as not to obstruct the navigation, there being at times from 100 to 200 sail per day; to regulate the colliers in the lower pool, (masters of which vessels are at times very obstinate); to communicate with the harbour masters on the lower station, to stop them below (Blackwall, &c.) when the pools are full, which often occurs, and if not promptly executed confusion and damage ensues; to attend at the City Canal before high-water to let ships in and out; also to attend the transit; to inspect the different mooring chains, stones, &c. after blowing weather, and when out of order to report the same, and to remove the ships to other tiers until repaired; to take notice and report to the worshipful port committee all nuisance or supposed nuisances in the port of London; to attend a monthly board of harbour masters; and to attend to all orders, communications, &c. from the Lord Mayor, the corporation of the Trinity-house, and port committee; and to attend to all complaints from masters of vessels, &c.

1822 :	First Week.		Second Week.		Third Week.		Remainder of Month.	
	Days :	Hours :	Days :	Hours :	Days :	Hours :	Days :	Hours :
January -	3	23	3	20	4	30	5	39
February -	3	20	4	28	4	32	3	26
March -	3	21	4	32	4	38	4	36
April -	4	30	4	43	3	20	5	54
May -	3	24	3	25	4	40	6	57
June -	3	21	4	48	5	43	5	54
July -	4	27	4	50	2	18	6	57
August -	5	29	4	41	4	31	5	53
September	5	44	7	68	5	35	4	31
October -	4	33	5	45	4	29	7	57
November	3	23	3	27	4	27	4	23
December	4	24	4	22	3	21	5	33
	44	319	49	449	45	364	59	520

Days during the Year :

44
49
45
59

197

Hours during the Year :

319
449
364
520

Chas Rowland,
Fifth Harbour Master.

Appendix, (T.)

ANNUAL detailed Account of the Monthly, Weekly, Daily, and Hourly Duties performed by Mr. William Cousens (Harbour Master of the Port of London,) between Radcliff Cross and the Bridge, being the Limits of the Upper Station; also, the West End of the City Canal;—during the year 1822.

Daily Duty as follows:—

TO keep the centre channel open for the navigating of vessels up and down, also the in-shore passages for craft, barges and boats; to clear all the ferries of ropes, &c. there being twenty in number on this district; to take an account of all vessels coming into the pools during the flood tide, birthing them at the different tiers, so as not to obstruct the navigation, there being at times from 150 to upwards of 200 sail per day; to regulate the colliers in the lower pool, masters of which vessels are at times very obstinate; to communicate with the harbour master of the lower station, to stop them below when the pools are full, which often occurs, and if not promptly executed confusion and damage ensues; to attend at the City Canal before high-water to let ships in and out, also to attend the transit; to inspect the different mooring chains, stones, &c. after blowing weather, and when out of order to report the same, and re-moor the ships to other tiers until repaired; to attend a monthly board of harbour masters, and occasionally on the Right hon. the Lord Mayor when on the river, and to observe all orders received from the worshipful port of London committee.

MONTHS.	FIRST WEEK.	SECOND WEEK.	THIRD WEEK.	FOURTH WEEK.
1822:				
January -	4 days on duty this week; hours each day $\left\{ \begin{array}{l} 7 \\ 8 \\ 8 \\ 5 \end{array} \right.$	4 days on duty this week; hours each day $\left\{ \begin{array}{l} 6 \\ 7 \\ 3 \\ 6 \end{array} \right.$	4 days on duty this week; hours each day $\left\{ \begin{array}{l} 9 \\ 8 \\ 7 \\ 6 \end{array} \right.$	4 days on duty this week; hours each day $\left\{ \begin{array}{l} 7 \\ 5 \\ 7 \\ 6 \end{array} \right.$
February -	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 3 \\ 3 \\ 6 \end{array} \right.$	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 9 \\ 8 \\ 9 \end{array} \right.$	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 9 \\ 8 \\ 8 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 8 \\ 8 \\ 8 \end{array} \right.$
March -	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 10 \\ 11 \\ 10 \\ 7 \end{array} \right.$	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 3 \\ 8 \\ 7 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 8 \\ 11 \\ 8 \\ 7 \end{array} \right.$	5 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 8 \\ 8 \\ 11 \\ 9 \end{array} \right.$
April -	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 7 \\ 4 \end{array} \right.$	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 8 \\ 9 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 14 \\ 12 \\ 7 \\ 8 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 8 \\ 8 \\ 13 \end{array} \right.$
May -	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 8 \\ 6 \\ 7 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 9 \\ 11 \\ 14 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 13 \\ 6 \\ 7 \\ 7 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 10 \\ 6 \\ 14 \\ 14 \end{array} \right.$
June -	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 6 \\ 11 \\ 9 \\ 9 \end{array} \right.$	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 14 \\ 14 \end{array} \right.$	5 days on duty - d° hours each day $\left\{ \begin{array}{l} 8 \\ 6 \\ 10 \\ 8 \\ 9 \end{array} \right.$	6 days on duty - d° hours each day $\left\{ \begin{array}{l} 8 \\ 8 \\ 6 \\ 15 \\ 14 \\ 12 \end{array} \right.$
July -	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 4 \\ 6 \\ 7 \\ 8 \end{array} \right.$	6 days on duty - d° hours each day $\left\{ \begin{array}{l} 8 \\ 8 \\ 8 \\ 9 \\ 14 \\ 15 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 6 \\ 7 \\ 7 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 9 \\ 14 \\ 15 \\ 13 \end{array} \right.$
August -	2 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 9 \end{array} \right.$	3 days on duty - d° hours each day $\left\{ \begin{array}{l} 14 \\ 14 \\ 9 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 7 \\ 6 \\ 9 \\ 10 \end{array} \right.$	4 days on duty - d° hours each day $\left\{ \begin{array}{l} 14 \\ 14 \\ 7 \\ 7 \end{array} \right.$

MONTHS.	FIRST WEEK.	SECOND WEEK.	THIRD WEEK.	FOURTH WEEK.
1822 : September -	3 days on duty this week ; hours each day - { 7 11 8	4 days on duty this week ; hours each day - { 14 14 8 7	3 days on duty this week ; hours each day - { 5 6 7	5 days on duty this week ; hours each day - { 5 12 12 8 7
October -	3 days on duty - d° hours each day - { 8 8 9	Absent on leave.	Absent on leave.	1 day on duty - d° hours - - - 6
November -	4 days on duty - d° hours each day - { 8 8 9 7	4 days on duty - d° hours each day - { 8 6 8 8	4 days on duty - d° hours each day - { 5 7 9 9	4 days on duty - d° hours each day - { 7 7 8 7
December -	3 days on duty - d° hours each day - { 7 7 7	3 days on duty - d° hours each day - { 4 6 6	4 days on duty - d° hours each day - { 3 8 8 8	5 days on duty - d° hours each day - { 6 7 7 7 6
TOTAL - -	42 days. hours - 316	40 days. hours - 358	44 days. hours - 334	49 days. hours - 459

Wm. Cousens.

Appendix, (U. 1.)

Appendix, (U. 1.)

Papers relating to the Isle of Dogs Canal.

REPLY of the Committee for carrying into execution the Acts of Parliament for rendering more commodious, and for better regulating the Port of London,—to a PAPER, transmitted to them by Order of the Lords Commissioners of His Majesty's Treasury, intituled, "A Statement of Particulars respecting the Isle of Dogs Canal " for the Transit of Commercial Vessels."

THE Committee are informed, from the letter written to them by command of their Lordships, by George Harrison, esquire, dated the 30th December 1812, that the "Statement" which they are about to answer is the production of Mr. Troward; and the committee will, as far as practicable, in their reply, follow the order of the statement, hoping for their Lordships indulgence, if they are drawn into any seeming unnecessary length of observations thereon, which they will endeavour as far as possible to obviate by referring to documents, as Appendixes, in support of their assertions.

The paper commences with stating, "that in 1803 the corporation of London, finding the necessity for a canal for the passage of trading vessels across the Isle of Dogs, applied to the Lords of the Treasury for assistance, when an Act was passed for the advance of 72,000*l.* from the consolidated fund," &c. &c.

The committee cannot but express their surprise, that, with the means afforded Mr. Troward, every required information having been given him on the subject, independent of his to be presumed acquaintance professionally with the Acts of Parliament, that the first paragraph should contain assertions not only incorrect, but calculated to mislead their Lordships; and they lament to find, on an attentive perusal of the statement, very few observations of a contrary nature.

The Act for making and maintaining the canal across the Isle of Dogs was passed in July 1799 (vide Act 39 Geo. 3, c. 69, Local Acts;) a second Act, the 42 Geo 3. granting a further sum of 50,000*l.* was passed in 1802; the canal was more than half completed in 1803, and was opened for the transit of ships and vessels on the 9th of December 1805; that the necessity for making it arose out of the evidence adduced before the committee of the honourable House of Commons in 1796, tending to show the danger and delay of the circuitous navigation round the Isle of Dogs, in consequence of which (and not from the corporation of London finding the necessity of a canal, but from among the many designs then exhibited for improving the port of London) the one which proposed the forming of docks in the Isle of Dogs, for the West India trade attached thereto, received the sanction of the Legislature; and the sum of 72,000*l.* was granted to the city of London out of the consolidated fund, as trustees, merely to be expended in the formation thereof.

The plan on which this estimate was formed, was for making the canal adjoining the docks with one entrance, common to both; also for the purchase of so much land only as was absolutely

absolutely necessary for the formation of the canal and towing paths; but during the progress of the bill in Parliament clauses were introduced, which enabled the West India Dock Company when the Act was passed, the elder brethren of the Trinity-house having been consulted as to the alteration of the situation, to have the canal removed much further to the southward, where the purchases were more expensive, and where the committee were compelled by the Act to purchase the whole of any person's property, any part of which was wanted for the purposes of the canal, provided the same did not exceed ten acres; this circumstance accounts for the surplus lands now in the committee's possession, and for the expense of the purchases, amounting to 34,963*l.* 1*s.* 5*d.* the particulars of which are transmitted in (N^o 1.)

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The situation of the canal having been settled by the elder brethren of the Trinity-house, they also were referred to for the size of the locks, which have been constructed as recommended by them, with the sills of the gates six feet below low water-mark; and the locks are capable of containing the largest class of East Indiamen; the canal is also fully capable of their being navigated through, having, on spring tides, an average of twenty-four feet depth of water. The expense of the works amounted to 133,849*l.* 12*s.* 6*d.* the particulars of which are specified in (N^o 2.) making with the purchase money before stated, the sum of 168,812*l.* 13*s.* 11*d.*

Mr. Troward has stated, that the sums advanced for the canal amount together to 327,000*l.* The committee forbear making any comment on so extraordinary an assertion, but cannot avoid expressing their surprise, that he should not have known, or knowing, should not have stated, that one Act alone of the five he mentions, grants 100,000*l.* for improvements of the port of London, no way connected with or relating to the formation of the canal.

The statement proceeds in observing, that, for the first three years, ships did not pay toll. This is correct, and was intended by the Legislature as a bonus to the shipping interest, for the general tonnage duty paid by them, amounting on an average from 30,000*l.* to 40,000*l.* per annum; and to what extent such accommodation was received by the shipping interest, and the utility of the canal, as an occasional transit, will appear from the account in (N^o 3.) of the three years use thereof, from the 9th of December 1805, to the 9th of December 1808, inclusive.

The committee took the opportunity of conferring, in 1808, with the then right honourable the Chancellor of the Exchequer, previous to the expiration of the above period; and stated their apprehensions, that when the rates or duties to be collected at the canal became payable, the amount would fall very short of the necessary expense of the establishment; and the Chancellor of the Exchequer having recommended a six months trial, the same was undertaken; and the committee having found their apprehensions realized, presented on the 9th of June 1809 (the expiration of the six months trial) a memorial to the Right honourable the Lords Commissioners of His Majesty's Treasury, in which their proceedings were stated, the probable deficiency specified, and the memorial concluded with a request, that their Lordships would be pleased to take the premises into consideration, and favour them with directions for their government (vide N^o 4.)

On the 13th of July 1809, the committee were favoured with their Lordships directions, in a letter written by William Huskisson, esquire, in which (*inter alia*) it was stated to be "their Lordships intention to propose to Parliament in the next session, a bill to enable them to dispose of the canal and the adjacent lands upon the most advantageous terms that can be procured; resorting for this purpose to a sale of the same, either by public auction, or by receiving sealed tenders," &c. &c. And further, that the canal should be kept open for the transit of vessels until otherwise disposed of; and that provision should be made for repayment to the city, of the money advanced and to be advanced, for defraying the expenses of the canal establishment.

In pursuance of these directions, the committee caused advertisements to be issued, which produced offers from two sets of merchants, desirous of treating for the purchase of the canal and lands; and the committee, in consequence of such offers, obtained, on the 15th February 1810, a conference with the then right honourable Chancellor of the Exchequer; the result of which was, his recommendation that a petition should be presented to the honourable the House of Commons, for leave to bring in a bill to obtain powers to dispose of the canal.

The committee accordingly, on the 23d of the same month, reported to the court of common council, by whom they are appointed, the whole of their proceedings (vide N^o 5.) and recommended the draft of a petition accordingly; but the court, owing to the representation and powerful opposition to the measure by the society of ship-owners, refused to sanction the application for the disposal of the canal, and referred the report back for re-consideration.

The report of the committee, (N^o 6.) on the re-consideration, was presented to the court on the 2d March 1810; who again referred it back.

The committee then conferred with the society of ship-owners, who on the 20th March 1810 presented a statement in writing (N^o 7.) wherein (*inter alia*) they expressed their opinion of the great facilities and advantages derived to the shipping interest from the opportunity of using the canal; and further, that from the recent and frequent crowded state of the river, the canal was become of much more importance to the public; that it

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might be used, without impeding the transit for ships and vessels, to lie up, load, or discharge therein, and thereby produce a considerable annual revenue, &c. &c.

The committee being aware that the Act of Parliament specified no other rates than transit rates, directed the opinion of counsel to be taken, as to how far the corporation of London were authorized to apply the canal to other uses than the transit of vessels; who having reported their opinion that the corporation were so authorized (N^o 8.) the committee, in consequence, established rates for ships and vessels lying up therein, which produced, with the other sources of revenue, in 1811, an excess above the expenditure of 235*l.* 8*s.* 7*d.* (vide N^o 9.)

Mr. Troward's statement admits this excess; but observes, it is not likely to happen again. The committee have notwithstanding the satisfaction of acquainting their Lordships, that having examined and audited the accounts for 1812, they find a saving of more than double the excess, being 565*l.* 12*s.* 2*d.* (N^o 10.) and small as this surplus appears, it is a circumstance highly satisfactory to consider, that the apparent deficit in 1810, of not less than 2,000*l.* a year, should be altered in 1812, to a surplus of 500*l.* and this in a concern in which the committee conceive that profit or emolument could never have been in the contemplation of the Legislature; but that, like other of the recent great improvements in the port of London, was effected for the general convenience and accommodation of the shipping interest, who are paying annually not less than 30,000*l.* to 40,000*l.* as before stated.

The statement of Mr. Troward, that the annual deficiency has been made good on application to and under the orders of the Lords of the Treasury is incorrect, no application having ever been made on that account; but the committee, in consequence of the letter from Mr. Huskisson, before alluded to, thought proper to direct the chamberlain to advance, from time to time, under their warrants, such sums of money from the Tonnage Duty Fund as might be necessary for the maintaining and managing the canal, which appropriation was referred to in the memorial (N^o 4.) These advances, to the 31st December 1812, amounted to 12,447*l.* 0*s.* 8*d.* (N^o 11.) of which has been repaid and transferred, from time to time, from the Canal Fund, 9,500*l.* leaving the deficiency on the seven years it has been opened, of 2,947*l.* 0*s.* 8*d.*

The assertion that the treaty did not proceed with the merchants for the sale of the canal, owing to their intentions of using the same as a dock, and to shut up the passage, is incorrect, neither of the two sets of applicants having specified any thing further than a wish to treat; and the treaty dropped from the opposition to the measure by the society of ship-owners, as before stated.

The next paragraph in the Statement the committee have to observe upon, is that wherein it states "that whether the canal be sold or not is of no importance to the port committee or the corporation, beyond that of a trifling patronage in the appointment of resident engineer, toll receivers, &c."

Their Lordships are aware that the Act of the 39th Geo. 3. empowers the corporation of London, or such committee or committees as they may appoint, to appoint so many clerks, collectors, receivers, treasurers, or other officers, &c. as they shall find necessary; but the committee feeling from the first, on the completion of the canal, the necessity of a rigid economy, made no appointment in respect of the management thereof, but that of surveyor and superintendent, through whose hands the whole of the receipts and expenditure pass, and with whom lies the superintendence and direction of the works, the making plans for letting the ground, and all the business necessary, in respect of the canal, in the surveying or engineering department; his residence on the spot is required, and he is paid by a fixed salary, in lieu of professional charges or per centages; the necessary men on the gates at each end are employed by him, and as labourers at weekly wages; and in order to afford their Lordships the fullest information on the subject, an account of the annual expenses of what is termed the Canal Establishment is transmitted in (N^o 12.)

The next part of the Statement the committee have to observe upon, is that wherein they are stated to have declined the application made by Mr. Troward, on behalf of certain gentlemen and merchants, to purchase the canal, &c.

The committee declined recommending the sale of the canal and lands, for the reasons stated in the report of the sub-committee, to whom the consideration of the subject was referred; and in which, as they entirely concur, they beg leave to refer their Lordships, (vide N^o 13.) with this additional observation, that had they thought it right to have recommended the sale of the canal, they should not have felt themselves at liberty to treat with an agent or agents for parties unknown to them, when there were prior claims to treat from two lists of merchants of the greatest respectability, whose names were handed in on their first application; and the committee cannot avoid here expressing their entire concurrence in the suggestion of their Lordships, as communicated on the 13th of July 1809, that if the canal were to be sold, it should be by public auction, or by receiving sealed tenders. The offer which the committee were led to believe would have been made by Mr. Troward, on behalf of the parties for whom he is employed, was 80,000*l.* an offer the committee could never feel justified in recommending, convinced as they are of the increasing income of the canal, and its capabilities of enlargement and improvement, thereby affording great additional accommodation and increased revenue, which, had the committee's funds permitted, they would have long since effected.

The

The committee cannot quit the subject of the offer without referring to the statement of the quantity of land, said to be 35 acres; whereas the whole quantity of land and water is 78 acres, of which the canal, its locks and entrances, contain about 16 acres of that quantity; and it will not escape their Lordships observation, that so much anxiety should be expressed by the speculators to procure that which is stated by them "never can be productive," if they did not know, as well as the committee, that there is the opportunity of considerable emolument to be derived therefrom, provided an additional sum was expended in its enlargement; the applications being numerous for accommodation, which cannot be granted further than now is, without impeding the transit. There are other circumstances respecting its capabilities, which have been known and represented by the committee, but which they have not pressed on their Lordships consideration, being aware that any additional grants must, in all probability, be made, as heretofore, from the consolidated fund; a measure which, under the pressure of the times, they would feel pain in recommending being resorted to, more especially when the experience of the last two years affords a reasonable ground to hope it will not be a burthen to the fund, on the credit of which the advances have been made.

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The observation in the Statement, of the purchase-money being applied towards the repayment of the debts to the consolidated fund, demands some notice in explanation, from the likelihood to mislead from its plausibility. The Act of the 42d Geo. 3. provides for the sale of all the lands, &c. not necessary for the canal, its towing paths, &c. the produce of which is to be applied towards the repayment of the debt to the consolidated fund; but as at present the rents of the leasehold property, as well as tenants at will, are applied in defraying the expense of the canal, the committee have only yet sold and paid into his Majesty's exchequer 2,520*l.* but they are in treaty for the disposal of other property, which, with the sale of ground rents, to be eventually disposed of, will produce a return to the consolidated fund, probably little short of the offer made by the parties for the purchase of the whole of the property, including the canal, locks, &c. &c. Nor can the committee agree, that if the sale is not now made, the opportunity will be lost of its being advantageously disposed of; it will always be a desirable accommodation to shipping for lying up therein; and if the circumstances of the times and deficiencies of trade should occasion the decrease of the transit rates, the committee, although they do not flatter themselves with any considerable addition of income from the transit or lying up rates, feel a well-grounded expectation that the surplus revenue from the canal and lands, as they now are, will not fall short of the last two years before stated.

The committee having, as they trust, satisfactorily answered the several observations in the Statement, which apply to or may reflect upon them, in the discharge of the laborious and gratuitous concerns imposed on them by the Legislature, abstain, from a wish not to intrude further on their Lordships time, from offering any detailed observations on the uses to which the speculators propose to apply the canal, if purchased, or to the purposes which, if they do not succeed therein, their proposed canal and docks to the southward is to be applied; but they take leave generally to express their opinion, as members of the corporation of London, and as merchants and traders, that the intention of forming depôts for fishing, corn, and coal vessels, is totally unnecessary and absurd; and that, unless compulsory clauses are introduced into the Act, if obtained, would never be used by those descriptions of ships and vessels; and that, if compelled by legislative enactment to enter and discharge in such docks or canal, the consequence would be considerable delay and increase of the price of the articles so essential to the support and comfort of the inhabitants of this great metropolis.

Should any further explanation be thought necessary, the committee will be happy in affording it; and they have directed their surveyor, if required by their Lordships, to furnish any additional information, which their plans, books, papers or accounts may afford.

Signed, by order of the committee,

Guildhall, 22d January 1813.

Henry Woodthorpe.

(N^o 1.)—AMOUNTS of Monies paid by the Port of London Committee, for the Purchase of the Lands and Buildings in the Isle of Dogs, to form the Navigable Canal there

	£.	s.	d.	£.	s.	d.
Norman, George; - - for the part of the Breach at Limehouse Hole, of which he was freeholder and occupier -	3,600	-	-	6,300	-	-
Shepherd, James; - for other part of the Breach, of which he was freeholder - - - - -	1,900	-	-			
Shepherd, Abraham; - - for part of the above freehold, which he held on lease - - - - -	300	-	-			
Hanks, Richard; - for d ^o - - - - -	500	-	-			
Total Breach - - £.	6,300	-	-			

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AMOUNTS OF MONIES paid, &c.—*continued.*

	£.	s.	d.	£.	s.	d.
Wells and Seddon; - - canal proportion of the freehold at Limehouse Hole - - - - -	2,036	5	-			
Paulin, John; - - canal proportion of his interest, as lessee of the above - - - - -	607	15	-			
Dewdney, Daniel; - - for his interest in the fields of the above freehold - - - - -	77	11	-			
Godsall, William and John; - - for their } leasehold interest - - - - - £. 3,004 - -				7,175	11	-
D° - - - d° - - more for goodwill 1,300 - -	4,304	-	-			
Wiffin, Croatchrode; - - for his leasehold interest in two tenements, on the above estate - - - - -	150	-	-			
Joshua Pedley; - - for his freehold interest in two fields, y 1 and y 2 - - - - -	2,095	-	-			
Peachy, James; - - for his interest as tenant at will of the above, and D 5, 65, and C 1, canal proportion - -	30	3	-	2,125	3	-
Byng, Geo. esq.; - - for his freehold interest in one field, y 3 - - - - -	750	-	-			
Smith, Richard; - - for his interest as tenant at will of the above - - - - -	20	-	-	770	-	-
Cloake, Thomas; - - canal proportion of field B 4 - -	-	-	-	42	11	9
Mellish, Peter, esq.; - - canal proportion of his interest, as freeholder and occupier of W 1 - - - - -	-	-	-	582	9	6
Dickenson, Barnard, esq.; - - canal proportion of his interest, as freeholder and occupier of two fields, W 1, a. and W 1, b. - - - - -	-	-	-	4,419	18	4
Nicoll, Geo. esq.; - - canal proportion of his interest, as freeholder of two fields, both marked D 5 - - - - -	-	-	-	18	-	-
Cloake, Thomas; - - canal proportion of his interest, as freeholder in two fields, marked D 2 and D 2, a. - -	573	9	11			
Hill, Robert; - - d°, as lessee of the above, and B 4 - -	29	3	3	602	13	2
Preston, Sir Robert; - - canal proportion of his interest in a field marked B 1 - - - - -	-	-	-	65	4	8
D° - - - - entirety of a field B 1, a. - - - - -	-	-	-	2,018	-	-
D° - - - - entirety of his interest as freeholder in the property leased to John Clark Stewart - - - - -	2,200	-	-			
Stewart, John Clark; - - as lessee of the above, and for goodwill - - - - -	6,300	-	-			
Fennick, Ralph; - - as lessee, under Stewart, and for goodwill - - - - -	1,750	-	-	10,275	-	-
Wallis, William; - - as lessee, under Fennick - - - - -	25	-	-			
Innols, John; - - tenant at will on the above estate - -	-	-	-	5	5	-
Bryant, James; - - d° - - - d° - - - - -	-	-	-	40	-	-
Webb, Thomas; - - d° - - - d° - - - - -	-	-	-	5	5	-
Woodley, John; - - d° - - - d° - - - - -	-	-	-	5	5	-
Trinity Corporation, for Buoy Loft - - - - -	-	-	-	200	-	-
Williamson, John; - - canal proportion of his interest, as freeholder and occupier of the lanes and the Folly Acre P. - - - - -	-	-	-	312	15	-
Total Expense of Purchases for Canal - - - - -			£.	34,963	1	5

Canal Office, Blackwall, }
January 1813.

(signed)

James Mountague.

(N^o 2.)—ACCOUNT of Expense incurred in forming the Navigable Canal in the Isle of Dogs, with its Locks, Gates, Bridges, &c. Appendix, (U. 1.)

Papers relating to the Isle of Dogs Canal.

	£.	s.	d.
Excavations - - - - -	18,727	6	3
Brickmaking and bricklayers work - - - - -	27,074	15	6
Masonry - - - - -	11,205	18	5
Artificers and tradesmen for timber, smiths work, &c. - - - - -	46,068	15	5
To cash paid James Spedding, for driving the piles of the Coffre Dams - - - - -	3,367	15	8
To cash paid carpenters and labourers, in weekly payments - - - - -	27,405	1	3
£.	133,849	12	6

Canal Office, Blackwall, }
January 1813.

(signed) James Mountague.

(N^o 3.)—ABSTRACT of the Ships, Vessels, Lighters, Barges, Craft, &c. which have entered into and passed through the Navigable Canal in the Isle of Dogs, from the 9th day of December 1805, to the 9th of December 1808, inclusive; being the Three Years during which Ships, Vessels, Lighters, Barges, Craft, &c. by the Act of Parliament passed in the 39th Year of his present Majesty's Reign, intituled, "An Act for rendering more commodious and for better regulating the Port of London," were to be permitted to pass through the said Canal free of Expense.

FIRST YEAR.—From the 9th of December 1805, to the 9th of December 1806, both inclusive.

DATE.	200 Tons, and upwards.		100, and under 200.		50, and under 100.		20, and under 50.		Gross Tonnage.	Craft.
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.		
1805:										
December - - -	15	4,452	6	844	3	246	5	181	5,723	28
1806:										
January - - -	20	5,777	13	1,970	16	1,113	16	529	9,389	462
February - - -	31	8,752	32	4,616	16	1,085	26	888	15,341	427
March - - -	99	27,820	71	11,091	38	2,808	14	508	42,227	338
April - - -	90	18,902	54	7,864	22	1,534	9	374	28,674	362
May - - -	61	16,788	33	5,377	14	961	18	704	23,830	342
June - - -	61	15,386	38	6,185	20	1,583	27	957	24,111	462
July - - -	39	11,169	32	4,776	33	2,239	40	1,477	19,661	587
August - - -	44	13,366	39	5,557	28	1,945	22	783	21,651	798
September - - -	44	12,740	59	8,696	35	2,148	25	950	24,534	691
October - - -	85	22,483	62	9,162	21	1,561	15	517	33,723	703
November - - -	55	14,875	34	4,748	22	1,456	19	715	21,794	612
December - - -	6	1,366	12	1,835	6	428	2	90	3,719	138
Ships - - -	650		485		274		238		274,377	5,950
Tonnage - - -	-	173,876	-	72,721	-	19,107	-	8,673	-	-

SECOND YEAR.—From the 9th of December 1806, exclusive, to the 9th of December 1807, inclusive.

1806:										
December - - -	20	5,308	13	1,835	9	645	2	90	7,928	232
1807:										
January - - -	30	8,153	28	4,076	27	1,935	30	1,129	15,293	383
February - - -	31	8,625	26	3,849	21	1,304	7	259	14,037	460
March - - -	43	11,477	38	6,042	10	704	16	559	18,782	513
April - - -	35	9,841	32	4,819	22	1,537	42	1,611	17,808	686
May - - -	37	9,717	44	6,206	13	1,343	18	669	17,935	639
June - - -	38	11,568	42	5,636	43	2,800	53	1,836	21,840	811
July - - -	57	15,119	37	5,242	32	2,170	45	1,733	24,264	1,077
August - - -	43	12,271	57	8,405	52	3,482	53	1,863	26,021	867
September - - -	29	7,666	52	7,550	30	2,006	51	2,043	19,265	555
October - - -	69	18,769	59	9,106	23	1,571	59	2,331	31,777	732
November - - -	43	12,411	38	5,751	21	1,336	25	955	20,453	535
December - - -	11	3,495	14	2,185	1	65	9	324	6,069	111
Ships - - -	486		480		304		410		241,472	7,601
Tonnage - - -	-	134,420	-	70,752	-	20,898	-	15,402	-	-

THIRD YEAR.—From the 9th of December 1807, exclusive, to the 9th of December 1808, inclusive.

DATE.	200 Tons, and upwards.		100, and under 200.		50, and under 100.		20, and under 50.		Gross	Craft.
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Tonnage.	
1807 : December -	42	11,363	49	6,461	18	1,240	25	1,005	20,069	270
1808 : January -	20	6,349	19	2,697	17	1,036	19	735	10,817	308
February -	31	8,699	30	4,428	19	1,273	14	521	14,921	332
March -	79	17,006	64	9,393	25	1,777	8	359	28,535	431
April -	54	6,788	44	2,522	16	768	22	718	10,796	357
May -	58	16,266	40	5,890	15	946	35	1,282	24,384	454
June -	21	6,101	35	5,211	16	936	43	1,506	13,754	589
July -	46	12,644	34	5,21	23	1,464	32	1,196	20,523	700
August -	41	11,167	24	3,337	19	1,258	25	912	16,674	587
September -	42	11,097	53	7,700	25	1,644	20	801	21,242	425
October -	36	9,543	23	3,383	20	1,287	16	661	14,874	451
November -	44	12,215	25	4,645	13	1,020	28	1,112	18,992	449
December -	12	3,605	13	1,931	5	316	5	203	6,055	95
Ships -	526		453		231		292		221,636	5,448
Tonnage -	-	132,843	-	62,817	-	14,965	-	11,011	-	-

N. B. The expense of the canal establishment in the first year, from the 9th December 1805, to the 9th December 1806, including the wages of the lock-keepers and gatemen, towing horses and drivers, &c. &c. £. s. d.
In the second year, from the 9th December 1806, to the 9th of December 1807 - - - 2,599 13 1
In the third year, from the 9th December 1807, to the 9th of December 1808 - - - 2,616 7 8
N. B. From the foregoing Accounts it appears, that on an average of three years, 245,827 tons of shipping, and 6,333 lighters, barges and craft, have been annually accommodated, at an average expense of 2,558 l. 5s. 7d. per annum.

Canal Office, Blackwall, }
6th January 1809. } James Mountague.

(N° 4.)—COPY of the Memorial of the Committee, presented on the 9th day of June 1809.

To the Right honourable the Lords Commissioners of His Majesty's Treasury :
The Memorial of the Committee, appointed by the Corporation of London to carry into execution the several Acts of Parliament relative to the Improvement of the Port of London :

Sheweth,
39 Geo. 3. c. 69. THAT by the authority of the Act of Parliament of the thirty-ninth year of his present
Local Acts. Majesty, intituled, " An Act for rendering more commodious, and for better regulating
" the port of London," the canal across the Isle of Dogs has been made, under the direction
of the corporation of London.
That by the 136th section thereof, it is enacted, " That in consideration of the security,
" accommodation and dispatch which will be produced by means of the said intended
" canal, as a shorter, safer, and more expeditious passage for ships and vessels to and from
" the said port, than the present circuitous and dangerous course round the said Isle of
" Dogs ; and in consideration of the great charges and expenses which will be occasioned
" by maintaining, repairing, improving and managing the said canal, and such cuts and
" other works as may render such passage commodious and eligible, and by providing and
" keeping a sufficient number of lock-keepers, and other officers and servants, and of
" draught horses, for the assistance and proper accommodation of vessels in such passage,
" it shall be lawful for the said mayor and commonality and citizens of the city of London,
" and their successors, from time to time and at all times from and after the expi-
" ration of the term of three years next ensuing the time when the said canal shall be
" first ready for use, and notice shall have been given of the same in the London Gazette,
" and two or more public morning newspapers usually circulated in London, to ask,
" demand, take and receive for the purposes of this Act, over and above the rates and duties
" hereinbefore made payable, of and from all ships, vessels and craft which shall enter
" and make use of the said intended canal, any rate or rates not exceeding the rates therein
" specified ; which said rates or duties shall be and are hereby vested in the said mayor
" and commonalty and citizens and their successors, as their own proper monies, but for
" the purposes of this Act, and shall be paid upon such ships or other vessels entering
" within any lock or flood-gate of the said canal, or at such other time or times as the said
" mayor, aldermen, and commons, in the common council assembled, shall appoint for
" such payment ; and shall be payable and paid once only for each and every such transit
" or passage as aforesaid across the said Isle of Dogs, whether upwards or downwards ;
" and such rates or duties, so last hereby grauted, shall be paid over as soon as conve-
" niently may be, by the collectors thereof, or other proper officers, into the receipt of
" the Chamber of the said city of London."

That

That the said canal was opened for use on the 9th day of December 1805, due notice of which was given in the London Gazette and other public papers, pursuant to the directions of the said Act.

That the term of three years, during which ships and vessels were permitted to pass through the canal free of expense, expired on the 9th day of December last. An abstract of the shipping, &c. which used the canal during those three years, with the expenses attendant thereof, are hereunto annexed.

Papers relating to the Isle of Dogs Canal.

That your memorialists communicated to the right honourable the Chancellor of the Exchequer, before the expiration of the said term of three years, their apprehensions, that when the rates or duties to be collected at the canal became payable, the number of ships and vessels passing through the same would be greatly diminished, and that the amount of such rates and duties would fall very short of the expenses of the necessary establishment of towing horses, gatemen, &c. employed in the passing of such ships and vessels through the canal; and the Chancellor of the Exchequer recommended a trial thereof for six months.

That such six months expired on the 9th day of June instant; and during that time the rates and duties collected at the canal amounted to the sum of 190*l.* 17*s.* 1*d.*; and the expenses of the establishment (upon a reduced scale) has amounted to 989*l.* 5*s.* 3*d.* exclusive of repairs, alterations, and other incidental expenses, which cannot at present be correctly ascertained.

That the money allowed for that purpose, under the Acts of Parliament, proved sufficient to defray the expenses of the canal establishment to the end of the said three years; but your memorialists will be obliged to resort to the money advanced out of the canal duties, to defray the expenses of the mooring chains, harbour masters, &c. under the 154th section of the said Act, for making good the present deficiencies, although, strictly, that money is not applicable to such purpose, under the letter of the said Act.

That it is now become necessary to determine, whether, under all circumstances, the canal should be continued, as originally intended, for the accommodation of the shipping at the port; and if so, how the extra expenses of the establishment are to be provided for; or if the canal should be discontinued as a passage for ships and vessels, and disposed of for any other useful or beneficial purpose.

In respect to its continuance as a passage for ships and vessels, it may be proper to observe, that the shipping interest of the port submitted to the general tonnage rates or duties, which, under the 134th section of the said Act, and the 3d section of the Act of the 43 Geo. 3, c. 134, (Local Acts) amounts to near 40,000*l.* per annum, and by the last-mentioned Act is made perpetual. In consideration (as the Act expresses) of the great accommodation and advantage which the shipping and trade of the port would derive from the works to be made in pursuance thereof, would it therefore be keeping faith with them, if they should be deprived of this passage for their ships and vessels at the rates specified, when they are desirous of using the same, it having proved a very great occasional accommodation to the shipping at the port.

That if it should be determined to discontinue the use of the canal, as a passage for ships and vessels, your memorialists, from the applications which have been made in that respect, entertain no doubt but the canal would sell or let advantageously for other purposes, is offered to public competition.

Your memorialists therefore humbly pray, that your Lordships will be pleased to take the premises into consideration, and favour them with directions for their government, in respect to the continuance of the canal as a passage for ships and vessels; and if to be continued, as to the means by which the deficiency occasioned by the expenses of the establishment, exceeding the amount of tolls collected, is to be defrayed or provided for.

9th June 1809.

(Copy.)

signed, by order,

Woodthorpe.

(N^o 5.)—REPORT of the Port of London Committee, to the Court of Common Council, on the 23d February 1810, respecting the disposal of the Canal across the Isle of Dogs.

SMITH, Mayor.

A Common Council holden in the Chamber of the Guildhall of the City of London, on Friday the 23d day of February 1810.

THE Committee for improving the port of London did this day deliver into this court a report, in writing, under their hands, relative to the disposal of the canal across the Isle of Dogs, which was read, in these words:—

To the Right honourable the Lord Mayor, Aldermen and Commons of the City of London, in Common Council assembled.

WE whose names are hereunto subscribed, your committee appointed to carry into execution the Acts of Parliament for rendering more commodious and for better regulating the port of London, do certify, that finding, when the transit rates commenced, on the 9th day of December 1808, on all vessels, &c. passing through the navigable canal in the Isle of Dogs, the same were not sufficiently productive to answer the necessary expenses of the

Appendix, (U. 1.)
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the canal establishment, we presented a memorial to the Lords of his Majesty's Treasury, in June 1809, requesting their Lordships directions thereon; that in July following we received the opinion of their Lordships, stating their intention of proposing to Parliament, this sessions, a bill to enable them to dispose of the said canal and adjacent lands, and recommending general notices to be given in the Gazette and other public papers of such intention; that in pursuance thereof your committee caused such general notices to be given, which have brought forth offers from two sets of merchants, desirous of treating for the same; in consequence of which we appointed a special committee to confer with them thereon, who felt it necessary to hold a conference with the Chancellor of the Exchequer, and have delivered us a report of their proceedings, which is hereunto annexed; and we agreeing with the special committee, recommend to this honourable court to apply to Parliament for powers, authorizing the disposal of the said canal by public auction, and have caused a draft of a petition to be prepared accordingly. All which we submit to the judgment of this honourable court. Dated this 22d day of February 1810.

(signed)

*John Rea,
Jos. Turner,
John Adcock,
John Ord,*

*Arthur Windus,
J. Daker,
Ja^s Brooks,
J. S. Smith,*

*W^m Plomer,
Dan^l Pinder,
John Dueffel.*

To the Worshipful Committee for improving the Port of London.

WE whose names are hereunto subscribed, your special committee, to whom on the 24th of January last it was referred to take into consideration the letter addressed to Mr. Surveyor, by T. N. Pickering, esquire, as secretary to a society of merchants and others desirous of entering into a negotiation for the purchases of the navigable canal and lands in the Isle of Dogs, and to confer with any of the parties named in the said letter, and hear any offers they might have to make thereon; and also on the 2d of February instant, to take into consideration the letter from Messrs. Atcheson and Morgan to Mr. Surveyor from sundry other merchants desirous to treat for the purchase of the same, and empowering us to confer with the Chancellor of the Exchequer as to the best mode to be adopted for the disposal thereof, do certify, that Mr. Surveyor having laid before us an account of the expense of the canal purchases and the formation of the works, which is annexed, a conference was held with the Chancellor of the Exchequer, by a deputation from this committee, who have delivered unto us a report in writing of their proceedings, which is also hereunto annexed; and we agreeing in opinion therewith, do recommend that a report should be prepared against the next court of common council, stating the whole of the proceedings, with the opinion of the Chancellor of the Exchequer, and a petition to Parliament accordingly. All which we submit to this worshipful committee. Dated this 20th day of February 1810.

(signed)

*Rich. Dixon,
John Dueffel,
Ja^s Griffiths,*

*John Perring,
Daniel Pinder.*

To the Worshipful Special Committee for improving the Port of London.

WE of your deputation to whom it was referred, on the 14th instant, to confer with the Chancellor of the Exchequer, relative to the disposal of the canal in the Isle of Dogs, do certify, that we caused a statement of the object of the conference to be laid before the Chancellor of the Exchequer, to the following effect:—

C A N A L.

“ THE Canal across the Isle of Dogs was constructed by the corporation of London, pursuant to the Act of 39 Geo. 3, c. 69, (Local Acts), and the freehold and inheritance of the land purchased for the same, together with a considerable quantity of land on each side thereof, is vested in the mayor and commonalty and citizens of London, as directed by the said Act.

“ The tolls taken for ships and vessels using the canal being unproductive, the Lords of the Treasury, after considering the memorial of the corporation, and consulting the elder brethren of the Trinity-house, deemed it expedient to sell or dispose of the canal, &c. if such sale shall be sanctioned by Parliament, and an adequate price could be obtained for the same; and by direction of their Lordships, the corporation caused advertisements to be inserted in the public papers, notifying the intention of such sale.

“ It being necessary for the corporation to apply to Parliament for enlarging the powers of the present Acts, in order to render the navigation of the river complete, notices have been given thereof conformable to the standing orders, and the powers for the sale of the canal, &c. with the consent of the Lords of the Treasury, may be introduced in the same Act; but a petition for a bill of that nature cannot be received at the House of Commons, unless the King's consent is signified by one of his Majesty's ministers.

“ The advertisements have brought forward two sets of gentlemen, desirous of treating for the purchase of the Canal; and it is considered that the proper mode of proceeding, when the Act authorizing the sale is obtained, will be for the corporation to fix, with the approbation of the Treasury, the price at which the same shall be put up to public auction, under certain restrictions; and the highest bidder, beyond the price fixed, to be the purchaser.

“ The

"The Gentlemen who are desirous of becoming Purchasers, are—

"1st, Sir Robert Wigram, bart.; Joseph Marryatt, esq. M. P.; and many other gentlemen of respectability.

"2d, P. C. Bruce, esq.; R. C. Bazett, esq.; Col. J. B. Taylor; Alexander Anderson, esq.; and many other gentlemen of respectability."

That having obtained an appointment for the conference, we waited on the Chancellor of the Exchequer on Thursday last, in Downing-street, when, after some discussion on the subject, he declared that it appeared to him to be expedient to obtain powers from Parliament to dispose of the canal in the manner stated, and recommended a petition to be presented to the House of Commons, for leave to bring in a bill for that purpose, without delay; and he also promised to attend and signify his Majesty's pleasure to the House that the petition should be received. All which is submitted to this worshipful committee. Dated this 20th day of February 1810.

(signed) *John Dueffell, John Perring, Daniel Pinder.*

To the Worshipful Special Committee for improving the Port of London.

Gentlemen,

PURSUANT to your order of the 24th instant, I have ascertained the cost price of the lands and buildings purchased out of the canal funds, to be 34,963*l.* 1*s.* 5*d.* and I am of opinion, the land which remains to be disposed of on the south side of the canal, not on lease, is worth 32,812*l.* 18*s.* No part of the land on the north side is included in the above.

The Expense of the Canal and Locks I have ascertained to be 133,849*l.* 12*s.* 6*d.*

as follows:

	£.	s.	d.
Excavations - - - - -	18,727	6	3
Brickmaking and bricklayers work - - - - -	27,074	15	6
Masonry - - - - -	11,205	18	5
Artificers and tradesmen, for timber, smiths work, &c. as extracted } from Mr. Chamberlain's account of payments - - - - -	46,068	15	5
To cash paid James Spedding, for driving the piles of the Coffre Dams -	3,367	15	8
To cash paid carpenters and labourers, in weekly payments - - -	27,405	1	3
	£. 133,849	12	6

I am, gentlemen, your obliged faithful servant,

(signed) *J. Mountague.*

And a motion being made, and question proposed, that this court doth agree with the committee in their said report: an amendment was moved, by leaving out all the words after the word "That" and substituting the following in lieu thereof, "it be referred back to the said committee, to reconsider their report;" and on the question being put, the same was resolved in the affirmative.

Wherefore it is referred back to the said committee, to reconsider their report.

Woodthorpe.

(N^o 6.)—COPY of Proceedings of the Court of Common Council, on the 2d day of March 1810, on the Report of the Port of London Committee of their having reconsidered their Report relative to the disposal of the Canal across the Isle of Dogs.

SMITH, Mayor.

A Common Council, holden in the Chamber of the Guildhall of the city of London, on Friday the 2d day of March 1810.

THE Committee for improving the port of London did this day deliver into this court a report, in writing, under their hands, for petitioning parliament for the disposal of the canal across the Isle of Dogs, which was read, in these words:—

To the right honourable the Lord Mayor, Aldermen and Commons of the city of London, in Common Council assembled.

WE of your committee for improving the port of London, do certify, that having considered the report respecting the canal across the Isle of Dogs, which was referred back to us for that purpose by this honourable court on the 23d ultimo, we do not find any reason to alter the same in any respect; and in addition to the information therein contained, we beg leave to state, that the money advanced out of the consolidated fund, in pursuance of the several Acts of Parliament for improving the port of London, has so very much exceeded the calculations made in that respect, that the general tonnage duty on shipping at the port of London, imposed by the said Acts for the repayment of such advances with interest, although doubled since its first commencement, does not produce more than sufficient to pay from 2*l.* to 3*l.* per cent interest on the money so advanced; of course, there is no probability of such advances being repaid thereby, with interest at 5*l.* per cent, as directed by

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the said Acts. That the tolls taken under the authority of the said Acts for ships and vessels passing the canal, have proved insufficient to defray the expenses of the necessary establishment for conducting such ships and vessels through the same, by 2,000 *l.* and upwards per annum. That under these circumstances, it appears to be expedient that parliamentary powers should be obtained to supply such deficiency in the amount of tolls collected, in case the canal is to be continued as a passage for ships and vessels, or that Parliament should authorize the sale of the canal, as proposed, in order to do away the necessity of continuing this expensive annual establishment. All which is respectfully submitted, this 2d of March 1810.

(signed)

*John Ord,
Joseph Turner,
Edward Wigan,
Edward Frisby,
W. Roberts,*

*John Dueffell,
Thomas Crokatt,
George Scholey,
Daniel Pinder,
James Griffiths,*

*Richard Dixon,
Thomas Vallance,
J. Daker,
John Platt.*

And a motion being made, and question proposed, that this court doth agree with the committee in their report, an amendment was moved, by leaving out all the words after the word "That," and substituting the following in lieu thereof, "the said report to be referred back to the said committee for further consideration;" and on the question being put, the same was carried in the affirmative.

Whereupon it was resolved, that the said report be referred to the said committee for further consideration, and to report thereon to this court.

Woodthorpe.

(N^o 7.)—COPY of the Representation of the Society of Ship-owners of Great Britain, of the 20th March 1810, against the disposal of the Canal across the Isle of Dogs.

The Society of Ship-owners of Great Britain.

Tuesday, the 20th March 1810; Great Winchester Street.

THE Committee of Ship-owners for the port of London beg leave to state, in answer to the resolution of the special port committee of the 13th instant, that they conceive the mercantile interest will derive great facilities and advantages by continuing to preserve to the owners of ships, frequenting the port of London, the opportunity of passing through the canal in the Isle of Dogs; and to deprive them of that right will be, in their opinion, contrary to the intention of the Legislature, and to the representations which were made to Government previous to the passing of the Acts "for rendering more commodious, and for better regulating the port of London," and by reference to several sections of the 39 G. 3. c. 69, the same will appear; it being evident that the canal, and the cuts and other works, which now or may hereafter belong to it, were intended to be continued, and to constitute and be used from time to time and at all times, after being finished, as part of the river Thames; the same having been placed, by the 83d section of the before-mentioned Act, under the protection and conservation of the Lord Mayor of the city of London for the time being, as conservator of the river Thames, and subject to the jurisdiction and authority of the courts of conservancy to be holden by him, in such and the same manner, in all respects, as if such canal and cuts were actually part of the river Thames, and not otherwise. And by the following section the same was declared to be part of the port of London; and that all ships and vessels entering the said canal, &c. and all goods, &c. loaded or unloaded therein, or shall pass through the same, and all owners and merchants, &c. resorting thereto, should be subject to the regulations and liable to the duties which they were subject and liable to in the port of London.

That it appears from the said Act, (see clauses 5, 7, 8, 14, 30, 31, 32, 33, &c.) the mayor and aldermen, and commons of the city of London, in common council assembled, are invested with adequate powers to render the said canal and the lands adjoining, which have been purchased by the corporation under and by virtue of the said Act, more beneficial to the public, by adapting the same to many useful purposes, connected with the trade and shipping of the port, and without impeding the transit of vessels through the canal; for by the 30th section, the lands, &c. purchased by virtue of the Act, are vested in the corporation of London, who, by section 31, are empowered to let or sell such parts thereof which are not necessary to be retained for, and laid into, or made use of in making, completing, supporting, maintaining, preserving and managing the canal, &c. and other works authorized by the Act to be made, together with all or any part or parts of the erections, buildings, and improvements, which shall be built and made in or upon the same, to such persons as should agree to rent or purchase the same, in such manner, upon such terms, and for such consideration as the said corporation should from time to time judge proper and think most advantageous. And by the 34th section all monies arising by such sales, leases or licences, are to be appropriated to such of the purposes of the Act as are to be carried into effect by the corporation of London, and to no other use, intent, or purpose whatsoever. But which was afterwards, by the 42d Geo. 3. c. 49. altered, and the money arising from the sale thereof directed to be applied to the relief of the consolidated fund; but leaving the money to arise from leases or licences to be applied by the corporation as before-mentioned.

There are other clauses in the Act, which confirm this construction of it; and the committee of ship-owners venture, with great deference, to observe, that it will tend to the serious injury

injury of the trading and shipping interest of the port, to deprive the ships frequenting it of the opportunity of passing through the canal; and as there is no real necessity for the disposal of it, or of the lands and buildings and works adjoining to and belonging to it, they hope no application will be made to the Legislature for authority to sell the former, the power already invested in the corporation by the Act before mentioned being adequate to the disposal of the latter, either by sale or on lease, or otherwise.

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The committee of ship-owners, however, do not hesitate to state, that a considerable increase of revenue may be obtained by an improved and more extensive use and management of the canal, by allowing ships in particular trades to take in or discharge therein their cargoes, and which may be done under the 84th section of the Act; and by permitting, under proper and judicious regulations, ships to be laid up in the canal for sale, safety, or equipment, in addition to the benefit to arise from the continuance of the transit or passage of vessels and craft through the same; and by reducing the present rates on vessels in ballast, or partially laden; and also by letting on lease, or otherwise, in parcels, the lands adjoining, for various purposes connected with the trade and shipping of the port; the banks or frontage of the canal being equally valuable as any part of the river Thames contiguous to it, and especially as the canal and lands belonging to it now constitute and form part of the port of London. And they think, that in a few years the revenue to be derived therefrom will, in all probability, enable the corporation of London, under the authority given to them for that purpose by the 145th section of the Act, to reduce the rates imposed on vessels passing through the canal.

The committee of ship-owners are also induced to believe, that the corporation of London are now invested with sufficient power to enable them to effect the purposes before suggested; for by the 155th section of the said Act it is directed, that the transit rates granted and made payable to them, and such other monies as shall be received by them, and not otherwise applied by the Act, shall, after certain payments therein mentioned, and after paying the expenses of managing, &c. the said canal, be applied in "maintaining, repairing, preserving and improving the said canal, &c. and other works and improvements which are to be made, done and managed by the said corporation," &c. Under these circumstances, the committee of ship-owners hope the port committee will not recommend the sale of the canal, buildings and lands adjoining to and belonging to it; not only as it will deprive the shipping interest of the use of it, without leaving them any local advantages whatever, notwithstanding the burthens which have been imposed on ships entering the port of London, from the alterations which have taken place within it, but also from the recollection that the general tonnage rates imposed by the port Acts are borne and paid exclusively by the owners of ships entering it; the same being charged on the gross burthen of their vessels, without any part of the same being chargeable on their cargoes.

The committee of ship-owners deem it also necessary to observe, that, from the recent and frequent crowded state of the river, the canal is become of much more importance to the public; they, therefore, trust that the port committee will, previous to coming to any determination on the subject, condescend to order a survey to be made of the canal, buildings and lands adjoining to the same, and purchased under the said Act; and an inquiry to be instituted, whether the same cannot be so used, converted and applied, as to afford increased accommodation and facility to the trade and shipping of the port, and at the same time augment considerably the annual revenue arising from it.

That the committee of ship-owners feel great delicacy in offering any observations on the system which has been pursued in the management of the canal; but they think, on further inquiry and consideration, it will appear that a considerable reduction may be made in the expense of the establishment, without lessening the means of facilitating the transit of vessels through the canal.

signed, by order of the committee,

(Copy.)

Nat. Atcheson, Secretary.

(N^o 8.)—COPY of the Report of the City Solicitor, with the Opinion of Counsel (in May 1810) that the Canal across the Isle of Dogs might be appropriated to other Uses than the Transit of Vessels.

To the Worshipful the Committee for improving the Port of London.

Gentlemen,

PURSUANT to your order, I have caused the case relative to the uses to which the canal across the Isle of Dogs may be applied, under the authority of the several Acts of Parliament, to be laid before Mr. Recorder, Mr. Common Serjeant, and Mr. Dampier; who have given their opinion upon the questions therein proposed, as follows:—

First.—Whether the corporation of London, under the powers of the recited Acts of Parliament, are authorized to apply the said canal to any other uses than for the transit of vessels through the same?

Answer.—The language of the Act, in various parts of it, shows, that the primary object of the Legislature, in giving the city the powers to make and maintain this canal, was the passage of vessels through it: its application to other purposes, which would not interfere with the passage, was contemplated. We are therefore of opinion, that the city is authorized to apply the canal to other uses than the passage of vessels, provided those uses do not interfere with such passage, or render it less safe or commodious.

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Secondly.—And if so, whether the corporation may lawfully take a consideration for such other uses to be made thereof, as they may find beneficial, for the improvement and better regulating the port of London, or the accommodation of the trade and shipping of the said port; such consideration being applied for the purposes of maintaining, repairing, and preserving the said canal, and the cuts and other works thereunto belonging?

Answer.—We are of opinion that such consideration may be taken; and if it be thus applied, the uses should be such as will not interfere with any regulation of the Revenue Boards; and on a subject of such general importance to the port and trade of London, it will be proper to have a communication with these Boards, and with the Treasury, before any decisive step is taken.

Thirdly.—Whether the corporation are authorized, by virtue of the said Acts of Parliament, to apply the rents and profits arising from any of the lands purchased in pursuance of the said Acts, in addition to the transit rates, towards defraying the expenses of the establishment for conducting vessels through the said canal, and in maintaining, repairing, and preserving the same?

Answer.—We think the city is authorized to make this application, observing the order pointed out by the 155th section.

And generally, whether the corporation are enabled by the said Acts to carry into effect all or any and which of the purposes suggested in the above memorial of the ship-owners, as useful and beneficial to the trade and shipping of the port, without impeding the transit of vessels through the said canal?

Answer.—We think the city may carry into effect any of the purposes suggested by the committee of ship-owners, which will not disturb the free and safe passage of vessels through the canal, or break in upon the powers of the Customs or Excise. For instance, the loading and unloading of vessels is one of the purposes expressly mentioned in the 84th section; but this cannot be done without the permission of the Customs.

Chancery-lane, 21st May 1810.

(signed) John Silvester,
Newman Knowlys,
H. Dampier.

All which is submitted to the consideration of this worshipful committee, by,

Gentlemen, your obedient and faithful servant,
Guildhall, 28th May 1810. (signed) W. L. Newman, Sol^r.

(N^o 9.)—COPY of the Report of the Chamberlain and Surveyor, of the Income and Expenditure of the Canal across the Isle of Dogs, in the year 1811.

To the Worshipful Committee for carrying into execution the Acts of Parliament for rendering more commodious, and for better regulating the Port of London.

Gentlemen,

IN pursuance of your order of the 7th ultimo, whereby we were directed to prepare and make out an account of the income and expenditure of the canal for the last year, agreeable to Mr. Surveyor's suggestion, contained in his report of the 7th February last, we beg leave to certify as under:—

INCOME:		£.	s.	d.
Amount of canal transit rates, from the 9th December 1810 to the 9th of December 1811, as per account examined and audited	- - -	958	9	5
Amount of rates received in respect of ships and vessels lying up and repairing in the canal, from the 12th of January 1811, (when the rates commenced) to the 12th of January 1812, as per account examined and audited	- - - - -	855	4	-
Due from ships and vessels lying in the canal on the 12th of January 1812, as per account	- - - - -	999	11	-
Amount of debts due at Christmas 1811	- - - - -	1,088	3	7
EXPENDITURE:		3,901	8	-
Expenses of the canal establishment, from 9th December 1810 to 9th December 1811, including towing horses, &c. as per account examined and audited by committee	- - - - - £. 2,035	9	1	
Artificers bills paid by Mr. Chamberlain, to 31st December 1811	- - - - -	683	10	5
Carpenters and labourers wages, in incidental repairs to d ^o , as per account examined and audited	- - - - -	689	12	-
Tithes, taxes, and incidental expenses of the committee, &c. as paid by Mr. Chamberlain	- - - - -	257	7	11
		3,665	19	5
Balance in favour of the canal, deducting outgoings of every description	- - - - -	£.	235	8 7

We are, Gentlemen, your obliged faithful servants,

(signed) Richard Clark, Chamberlain.
Guildhall, 6th March 1812. James Mountague, Surveyor.

(N^o 10.)—COPY of the Report of the Chamberlain and Surveyor, of the Income and Expenditure of the Canal across the Isle of Dogs, in the Year 1812. Appendix, (U. 1.)

Papers relating to the Isle of Dogs Canal.

To the Worshipful Committee for carrying into execution the Acts of Parliament, for rendering more commodious, and for better regulating the Port of London.

Gentlemen,

IN obedience to your order, we have prepared and made out an Account of the Income and Expenditure of the Navigable Canal in the Isle of Dogs, for the year 1812, as under:—

INCOME:		£.	s.	d.
Amount of the canal transit rates, from the 9th December 1811, to the 9th December 1812, as per account examined and audited	- - -	877	5	8
Amount of rates received in respect of ships and vessels lying up and repairing in the canal, from the 12th January 1812, to 12th January 1813, as per account examined and audited	- - - - -	2,479	16	-
Due from ships and vessels lying in the canal, to 12th January 1813, per account	- - - - -	306	15	7
Amount of rents due at Christmas 1812	- - - - -	1,275	-	6
		4,938	17	9
Deduct amount of rates due to the 12th January 1812, credit for which was taken in last years D ^r and C ^r account	- - - - -	999	11	-
Actual income in 1812	- - - £.	3,939	6	9
EXPENDITURE:				
Expenses of the canal establishment, from the 9th December 1811 to the 9th December 1812, including towing horses, &c. as per account examined and audited by committee	- - - £. 2,032	1	3	
Artificers bills paid by Mr. Chamberlain, to the 31st December 1812	- - - - -	589	11	6
Carpenters and labourers wages in incidental repairs, &c. to d ^o , as per account examined and audited	- - - - -	559	14	5
Tithes, taxes, and incidental expenses, as paid by Mr. Chamberlain	- - - - -	192	7	5
		3,373	14	7
Balance in favour of the Canal	- - - £.	565	12	2

We are, Gentlemen, your obliged faithful servants,

(signed)

Richard Clark, Chamberlain.

James Mountague, Surveyor.

Guildhall, 22d January 1813.

(N^o 11.)—COPY of the Report of the Chamberlain and Surveyor, of the State of the Debt from the Canal Fund to the Tonnage Duty Fund.

To the Worshipful Committee for carrying into execution the Acts of Parliament, for rendering more commodious, and for better regulating the Port of London.

Gentlemen,

IN obedience to your order, we beg leave to certify, that there has been advanced from the tonnage duty fund to the canal fund, to the 31st December 1812, the sum of - - - - - £. 12,447 - 8

And that there has been transferred from the canal account, in discharge of the debt, to the present time - - - - - 9,500 - -

Balance due from the Canal Fund - - - £. 2,947 - 8

We are, Gentlemen, your obliged faithful servants,

(signed)

Richard Clark, Chamberlain.

James Mountague, Surveyor.

Guildhall, 22d Jan. 1813.

Appendix, (U. 1.)
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(N^o 12.)—GENERAL STATEMENT of the Wages and Expenses annually, of the Establishment at the Navigable Canal, in the Isle of Dogs, under the Control and Management of the Committee for improving the Port of London.

	£.	s.	d.
There are 14 men constantly employed at the canal, including a lock-keeper at each, and their duty is to attend by night or day, from half-flood until two hours after high-water, and they assist in passing vessels in and out of the canal, opening and shutting the gates, &c. and their wages together amount weekly to 22 <i>l.</i> 16 <i>s.</i> —52 weeks at 22 <i>l.</i> 16 <i>s.</i>	1,185	12	—
The towing horses and drivers are contracted for, and average about 30 <i>l.</i> a month,—13 months at 30 <i>l.</i> a month	390	—	—
The surveyor and superintendent of the canal (Mr. James Mountague) receives and pays the whole of the monies, superintends and directs the works, prepares plans for letting the ground, &c. &c. at an annual salary of	400	—	—
Men's extra time, coals and candles, stationery, protections, &c. &c. amount on an average, annually, to near	59	8	—
Average annual expense Canal Establishment	2,035	—	—

Canal Office, Blackwall, }
January 1813.

(signed) James Mountague.

(N^o 13.)—COPY of the Report of the Sub-Port-of-London Committee, of the 21st August, 1812, on considering the Application from Messrs. Troward and Burt, to treat for the Purchase of the Canal across the Isle of Dogs.

To the Worshipful Committee for improving the Port of London.

WE, whose names are hereunto subscribed, your sub-committee, to whom, on the 25th day of July last, it was referred to consider the letter from Richard Troward and Andrew Burt, esquires, solicitors, offering to treat for the purchase of the canal across the Isle of Dogs, and the lands, &c. adjacent, belonging to the committee, and to report our opinion thereon, do certify, that we have proceeded in the serious consideration of the said letter, and have been attended by the said Messrs. Troward and Burt, who were heard thereon, and laid before us a further letter, requesting to be furnished with such information as might be necessary to enable them to form a correct opinion of the value of the said canal and lands, &c. which we have caused to be hereunto annexed. That your sub-committee, being desirous of giving every attention to this subject, had referred to the several proceedings of this committee, in the years 1809 and 1810, when the idea first originated of the disposal of the said canal, by reason of the then existing deficiency of annual income to defray the expense thereof, together with the proceedings of the court of common council, twice refusing to sanction the committee's recommendation for an application to Parliament, for powers to dispose of the same; and after hearing Mr. James Mountague, the surveyor, thereon, and maturely considering all that could be urged in favour of such disposal, as also against the same, we are of opinion, for the reasons herein stated, that it will not be expedient or proper to recommend the disposal of the canal and its lands.

First.—That as the original intention and communications with the Lords of his Majesty's Treasury, respecting the sale of the canal, arose only from the apprehensions of a deficiency of at least 2,000*l.* per annum, between its expenditure and receipts; and that as the increased use and utility of the canal produced in the last year, and is likely to continue to produce, a balance in its favour, the reasons no longer exist for the expediency of disposing thereof.

Second.—That considering the court of common council, notwithstanding the statement of the probable deficiency of the funds, have twice refused to sanction this committee's recommendation of the sale of the canal, there is no reasonable ground for supposing, that, under the circumstances of its increased and increasing revenue, they would now be likely to agree thereto.

Third.—That taking into consideration the memorial of the society of ship-owners of Great Britain, of the 20th of March 1810, stating (*inter alia*) the great facilities and advantages derived to the ship-owners and vessels from the use of the canal; and considering further, that the shipping interest of the port of London submitted to the rates or duties which under the 134th section of the Act 39th Geo. 3, c. 69, (Local Acts), which rates or duties amount to near 40,000*l.* per annum, and by the last-mentioned Act is made perpetual, in consideration, as the Act expresses, of the great accommodation and advantage which the shipping and trade of the port of London will derive from the works to be made in pursuance thereof; this committee cannot recommend any measure which would place the shipping interest to the hazard even of enjoying less convenience than they now do, considering the heavy and perpetual burthen laid on them.

Fourth.—That the committee, agreeing in opinion with that part of the memorial of the society of ship-owners, wherein they state their opinion that in a few years the revenue to be

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be derived from the canal and lands will enable the committee to lower the rates even of the transit through the same, that the committee cannot encourage the disposal thereof to any body of men, however respectable, who, if they were to become possessed of the canal, and were willing to continue the transit of vessels as they now are, would never, as speculators, consent to lowering the rates; an object the Legislature had in contemplation when the general tonnage duty was laid. All which we submit to the judgment of this worshipful committee. Dated this 21st day of August 1812.

(signed)

Samuel Hutchinson,
Samuel Hale,
J. Daker,

J. Hurcombe,
Thomas Crokatt.

Appendix, (U. 1.)

Papers relating to
the Isle of Dogs
Canal.

Appendix, (U. 2.)

Extracts of Evidence of John Hall, esq. 15 June, and J. W. Buckle, esq. 4th June, 1821:
Printed in Appendix to Report on Foreign Trade, of 23 July 1822.

"HAVING stated your observations on those heads which fall particularly under the direction of the corporation of the Trinity-house, will you now proceed to state your observations upon other heads, beginning first with the London port and canal duties?—The first Act, touching the port of London, and canal in the Isle of Dogs, is the 39th of Geo. 3, c. 69, which was passed with the view of making a canal across the Isle of Dogs navigable for ships, so as to avoid going round by Greenwich; the navigation of which reach, for large ships, was considered dangerous, and often attended with much delay. The execution of the Act was assigned to the lord mayor, court of aldermen, and common council of the city of London as far as respects the said canal, and the laying down of mooring chains, &c. The 35th section of the Act directs compensation to be made to Lord Gwydir, who was the owner of the patent mooring chains. The 78th section gives a power to the lord mayor to appoint harbour masters for the regulation of the port of London, under which authority five gentlemen have been successively appointed, of the names of Ludlam, Murray, Woodhouse, Fisher and Cousens, and one of the name of Snow is pensioned; the corporation of London have the power to remove, suspend, or dismiss them, upon sufficient cause being shown. Five harbour masters have been found too many, and the corporation of London submitted, some time ago, to the Lords of the Treasury, that two might be dispensed with, three being considered enough for the duty; but the Trinity corporation, to whom the question was referred, thought otherwise, and the reduction has not therefore taken place. The expense attending the harbour master's office, it is understood, is about 2,500 *l.* per annum. The 83d section fixes the rate of payment of the duties on shipping, which is regulated under five different classes, from 1 *d.* to 3½ *d.* per ton inwards, and the like rate outwards, which rate of collection of dock duty is paid to His Majesty. The 136th section of the Act vests the transit dues of the canal in the corporation of London, and the canal being vested in that body, they are, by the Act of Parliament, entitled to the receipts, and are therefore to pay the expense of maintaining it. In order to carry the said objects into effect, 72,000 *l.* were directed to be advanced, under that Act of Parliament, to the city of London, out of the consolidated fund; and the Act directs, that out of the duties to be received, first shall be applied so much as shall be sufficient to pay the purchase of the ground, &c. and the making of the canal, and compensations. Further, to raise a fund sufficient to defray all necessary costs and charges of maintaining, repairing, altering, and renewing the mooring chains, the salaries and wages of harbour masters and assistants, and the residue to be applied in replacing the sum advanced out of the consolidated fund, with 5 *l.* per cent interest thereon, when the duties are to cease. Under the Act of the 42d Geo. 3. c. 49, 50,000 *l.* more was directed to be advanced, and under the 43d Geo. 3, c. 144, 100,000 *l.* more was advanced, particularly for the purposes of the mooring chains. The 3d section of that Act doubles the rate of dues on ships, which were leviable under the Act of the 39th. The 45th of Geo. 3, c. 63, makes another grant of 60,000 *l.*; and the Act of 47th Geo. 3, c. 31, which is the last, gave 45,000 *l.* more, making a grand total of 327,000 *l.* advanced towards the making of the canal and the improvement of the port of London; which sums, I believe, were all paid into the Chamber of London. It appears, upon reference to the public accounts, that a sum amounting to 727,000 *l.* has been received under the said Acts of Parliament as dock duties, from shipping, to which may be added the last six months collection, about 20,000 *l.* more, making a grand total of about 750,000 *l.* received towards the purposes of the Acts. It is stated, that the canal does not produce sufficient to pay the charges of its maintenance. Upon a representation on the part of the corporation of London, made in the year 1809, the Lords of the Treasury were induced to direct that the canal should be sold by public auction, but no offers were made for the same, except upon the condition of being allowed to convert it to the purposes of a wet dock. It appears from printed documents, that counsel's opinion was taken upon that point, by which it appeared that the corporation of London had a legal right of applying the canal for such purposes, provided sufficient accommodation was left for the transit of ships, according to the original intention of the Act; the city of London therefore resumed the management of the said canal, and by accounts furnished January 1813, it appears that the total sum paid by them for the cost of the ground, of buildings and making the canal, was altogether about 168,000 *l.*; and that in 1812, in consequence

Appendix, (U. 2.)

John Hall, esq.

(15 June 1821.)

Appendix, (U. 2.)

John Hall, esq.

(15 June 1821.)

of their having resorted to the double employment of the said canal, by admitting ships to use it as a wet dock and load there, the receipts exceeded the expenditure from 500*l.* to 600*l.* It appears also, that in consequence of the receipts of the said canal having since been very materially diminished, the corporation of London have been appropriating part of the monies received by them from the Treasury, paid out of the revenues of dock dues collected under the said Acts of Parliament (and which are alone applicable to the improvement of the port of London,) to the payment of the arrears which have arisen in the management of the said canal; and that the amount received by the said corporation from the Treasury annually, for the maintenance of the chains, buoys, &c. of the port of London, the repairs of the canal, and a large head of *disbursements*, which includes the expenses of the port of London committee, is between 13,000*l.* and 14,000*l.* It would appear, therefore, from the very large amount which has been collected under the said Acts, exceeding 400,000*l.* the amount advanced out of the consolidated fund, (and which has therefore been reimbursed,) that there must be sufficient funds in hand at the present time to satisfy all the declared purposes for which those Acts were passed; in which case, no reason can exist why the trade of the port of London should continue to be burdened with so heavy a tax, hielding annually from shipping only about 40,000*l.* Besides, the amount of 13,000*l.* per annum, appears an amazing large sum to be expended in maintaining the mooring chains and harbour master's office."

J. W. Buckle, esq.

"BE so good as to state any other points that occur to you, in which there is an inconvenient pressure upon the shipping of the country, which you think is capable of being removed?—The dock, or port of London duty, which attaches to every ship, whether British or Foreign, outward or homeward bound, is felt to be a very burthensome local tax. This was originally imposed in 1799 or 1800, as a temporary tax for thirteen years, but by a subsequent Act of the 43d of the late King, c. 124, it was continued until a sufficient sum should be raised for the purposes enumerated in that Act; namely, to defray the charge of mooring chains, and the salaries and wages of harbour masters, and assistants of the port of London; repaying advances made from the consolidated fund for compensations under the Dock Acts; and lastly, to form a fund, the yearly dividend and interest of which should be sufficient to defray the charges of mooring chains, wages and salaries before-mentioned; and from what I understand to be the state of this fund, I fear it is likely to remain a perpetual tax upon shipping frequenting the port of London, unless relieved from it by legislative interference.

By what means do you propose that the charges to which those dues are applied should be paid, in case of such relief being given by Parliament?—I observe by the last account, laid before Parliament by the West India Dock Company, that a balance then remained in hand of upwards of 400,000*l.*; and as the ship-owners have so largely contributed to the income of that establishment, I would submit to the consideration of the Committee, whether a part of this fund might not be converted to such purpose; as I presume this balance cannot be divided among the West India Dock Proprietors, they having constantly received the full dividend they were allowed by Act of Parliament.

Is this charge a permanent charge upon the shipping, or do you consider it as determinable at any certain period?—It is determinable whenever a sufficient sum shall be raised to repay the advances made out of the consolidated fund, and to create a fund, the interest of which shall be sufficient to defray the charges I have alluded to."

Appendix, (X.)

Appendix, (X.)

Receipt and Application of Monies advanced by Acts of Parliament.

PORT OF LONDON:—AN ABSTRACT of the Receipt and Application of the Monies advanced to the Corporation of London, for making and completing the Canal in the Isle of Dogs, under the Authority of the Acts of the 39 Geo. 3, c. 69; 42 Geo. 3, c. 49; 45 Geo. 3, c. 63; and 47 Geo. 3, c. 31; and for maintaining the said Canal for Three Years; viz. until the 9th of December 1808, when the Transit Rates of the said Canal became payable.

RECEIPT:		£.	s.	d.
To the sum authorized to be advanced by the Act of the 39 Geo. 3	-	72,000	-	-
To - d ^o - authorized to be advanced by the Act of the 42 Geo. 3	-	50,000	-	-
To - d ^o - authorized to be advanced by the Act of the 45 Geo. 3	-	60,000	-	-
To - d ^o - authorized to be advanced by the Act of the 47 Geo. 3	-	24,000	-	-
		206,000	-	-
To cash received from the West India Dock Company, for lands and premises purchased for the said Company, and the expenses attendant thereon, and including 5,302 <i>l.</i> 0 <i>s.</i> 11 <i>d.</i> a moiety of the expenses incurred in obtaining the Act	- - - - -	90,130	8	10½
		To		

RECEIPT—continued.

Appendix (X.)

	£.	s.	d.	Receipt and Application of Monies advanced by Acts of Parliament.
To cash of the said Company for the purchase of land at Limehouse Reach - - - - -	2,355	17	6	
To cash received of the West India Dock Company for the use of the steam engine - - - - £. 1,575 - -				
To sale of the steam engine - - - - - 1,377 - -				
To sale of grass in the Isle of Dogs, old materials, and sundries - - - - - 2,713 19 7				
	5,665	19	7	
To transfer from the City's cash, being the balance of expenses incurred by the Corporation in the Wapping Dock opposition, and on the application to Parliament for an Act for the general improvement of the port of London, which had been paid out of this fund - -	2,602	17	2 ½	
To rents of the surplus canal property, and for casual receipts - -	1,129	18	3	
	£. 307,885	1	5	

APPLICATION:

	£.	s.	d.
By fees paid at the Exchequer on receiving the contra sum of 206,000 l.	5,667	19	-
By the purchase of freehold and leasehold interests required for making the West India Docks and Canal, compositions for quitting possession, rents, &c. - - - - -	112,789	4	8
On account of the expenses and disbursements in Parliament, in soliciting and obtaining the above-mentioned Acts - - - - -	6,590	1	-
By law charges and expenses - - - - -	4,965	17	4
By expenses of conveyancing - - - - -	5,666	1	2
By surveying, engineers, &c. - - - - -	16,734	5	3
By redemption of land tax on part of the ground required for the purposes of the aforesaid Acts - - - - -	985	2	5
By sundry artificers employed in the works of the canal; viz. for bricks and brick-work in erecting the external and internal wing walls, locks, and entrance gates, and for masons work, smiths work, timber, &c.	63,962	-	10
By wages to workmen and labourers employed in the works - -	24,862	2	-
By expense of digging the canal - - - - -	12,420	1	10
By expense of sinking well, and erecting a steam engine - - -	17,549	14	8
By removing river banks at the ends of canal, carting gravel, sand, &c. and restoring Coffre Dams after accident - - - - -	11,041	13	6
By casual and incidental charges, including expenses of committee charged with the execution of the several Acts, compensations to officers and clerks, coals, printing, &c. - - - - -	10,580	2	3
By expense of maintaining canal to the 9th of December 1808, when the transit rates became payable - - - - -	-	-	-
Sundry artificers employed in the incidental alterations and repairs of the canal, timber, &c. - - - - £. 1,990 1 6			
Wages to workmen employed in the repairs, &c. of the said canal - - - - - 1,600 - -			
Wages to lock-keepers and labourers, expense of towing horses, &c. - - - - - 7,300 - -			
Taxes and incidental charges, including 100 l. disbursements of the committee - - - - - 984 16 4			
	11,874	17	10
	305,689	3	9
Balance carried to the account of the expense of the maintenance of Canal - - - - -	2,195	17	8
	£. 307,885	1	5

Guildhall, }
March 11, 1822.

R. Clark, Chamberlain.

James Mountague, Surveyor.

Appendix, (Y.)

(1.)—PORT OF LONDON COMPENSATIONS.

Classes.	COMPRISING THE CLAIMS.	Number of Claims.	Amount of Sums claimed.	Amount of Sums awarded.	Disallowed.
			£. s. d.	£. s. d.	£. s. d.
First - -	Of freeholders, leaseholders, wharfingers, and warehousekeepers - - - }	170	2,082,769 - 4	419,198 16 10	1,663,570 3 6
Second - -	Of the corporation of London and their appointees, City companies, tacklehouse porters, and ticket porters - - }	280	313,051 19 3 $\frac{1}{4}$	27,250 - -	285,801 19 3 $\frac{1}{4}$
Third - -	Of carmen, carroons, and merchants, &c. for additional expenses - - - }	275	472,765 6 1	74,417 - -	398,348 6 1
Fourth - -	Of lightermen, foremen to lightermen, lumpers, watchmen, and gangsmen - }	128	426,737 1 8 $\frac{1}{2}$	81,915 17 6	344,821 4 2 $\frac{1}{2}$
Fifth - -	Of coopers, clerks to wharfingers, victuallers, and miscellaneous - - }	115	410,095 18 8	74,600 13 8	335,495 5 -
	Claims - - -	968	3,705,419 6 - $\frac{3}{4}$	677,382 8 -	3,028,036 18 - $\frac{3}{4}$

(2.)—LIST of Memorialists, who made no specific pecuniary Claim.

First class :

M^cAndrew, William - - - freeholder - - - awarded 400 l.
Cox, Robert Kilby, and others - leaseholders - - - abandoned.
Hollands, Thomas - - - d^o - - - disallowed.

Second class :

Shaw, Right hon. James, Lord } officer of gauger - - -
Mayor - - - }
Flower, Right hon. Charles, Lord } - d^o - - - } compensated by Act of
Mayor - - - } - - - } Parliament.
London, Corporation of - - - }
Harrison, Anthony - - - } 2 claims each { deputy gauger - - -
Harrison, Nicholas Bacon - - - } - d^o - - - }
London, Corporation of - - - } office of coal, corn, and }
- D^o - - - } fruit meter - - - } abandoned.
- - - } office of corn porter - - - }
Stennett, Benjamin Trantham - - - } deputy alien porter - - - }
Skinners Company - - - } tacklehouse porters - - - }
Payne, Thomas - - - } - d^o - - - } disallowed.
Mathews, James, and others - - - } ticket porters - - - }

Third class :

Christ's Hospital - - - owners of carroons - - - awarded 800 l.
Fellowship of Carmen - - - d^o - - - awarded 90 l.
Hardwick, George - - - carman - - - disallowed.
Holyland, John, the younger - - - d^o - - - d^o.

Fourth class :

Chalmers, Andrew - - - gangsmen - - - disallowed.

Fifth class :

Brassett, Charles - - - clerk to a wharfinger - - } disallowed.
Browne, John - - - clerk to a cooper, &c. - }
Fellowship Porters - - - - - - - - - abandoned.
Governors of the Poor and Collectors } for poor rates and land } disallowed.
of the Land Tax of Bermondsey - } tax - - - }
Hollamby, James - - - fellowship porter - - - abandoned.
Hollands, Thomas - - - lighter builder - - - disallowed.
Rutson, William - - - { paymaster of fellowship }
- - - porters - - - } abandoned.

(3.)—CLAIMS determined by the Court of King's Bench, or by Juries.

N ^o	N A M E.	Date of Judgment or Trial.	DESCRIPTION.	CLAIMS.	S U M Offered.	VERDICT.
				£. s. d.	£. s. d.	£. s. d.
Claims for which no Compensation was obtained:						
1.	The Grocers Company -	July 4, 1808	tacklehouse porters -	8,000 - -	- - mandamus refused.	
2.	Barham, R. H. Lord -	June 25, 1811	freeholder - -	6,000 - -	- - disallowed	- - not entitled to compensation.
3.	Hoare, Samuel, and others (Trustees of Mr. and Mrs. Sterry.)	Nov. 23, 1810	freeholders - -	2,420 - -	- - ditto -	- - ditto.
4.	The Vintners Company -	- 21, 1812	tacklehouse and wine porters.	16,312 7 10	- - mandamus refused, and afterwards this claim was abandoned.	
Claims for which less was obtained by the Verdict than the Commissioners had previously offered:						
5.	Godsell, Edmund, & another	Mar. 19, 1808	coopers - - -	9,310 - -	1,500 - -	1,350 - -
6.	Hibbert, George, & others	Nov. 18, -	warehousekeepers -	21,686 6 8	4,600 - -	4,215 7 8
7.	Sollis, Samuel, & others -	Apr. 29, -	gangsmen - - -	19,989 6 8	2,250 - -	2,237 18 6
Claims for which the same Sums, as previously offered, were obtained by Verdicts:						
8.	Brandon, Rebecca, & others	Mar. 19, 1808	warehousekeepers -	61,035 14 -	6,200 - -	6,200 - -
9.	Cholmley's executors -	- 23, 1810	leaseholders - -	5,761 - -	3,116 - -	3,116 - - (By consent.)
10.	Davidson, John - -	Nov. 13, 1807	clerk to a wharfinger	1,500 - -	250 - -	250 - - (Juror withdrawn.)
11.	Downe, William - -	June 5, 1812	wharfinger - - -	5,500 - -	1,700 - -	1,700 - - (By consent.)
12.	Lingham, William - -	Apr. 30, 1810	warehousekeeper -	75,195 12 9	9,600 - -	9,600 - - (By consent.)
13.	Magdalen College - -	Mar. 23, 1810	freeholders - - -	4,369 - -	1,618 - -	1,618 - - (By consent.)
Claims for which larger Sums were obtained by Verdicts than were previously offered:						
14.	Blunt, Dame Elizabeth -	June 29, 1810	freeholder - - -	20,000 - -	6,150 - -	7,475 - -
15.	Breach, William - -	Mar. 23, -	wharfinger - - -	27,250 - -	no offer -	4,361 18 10
16.	Breeds, Thomas, & another	- ditto -	wharfingers - - -	20,000 - -	ditto - -	8,102 18 6
17.	Drinkald, John, the elder, and another - -	June 16, 1809	lightermen - - -	28,955 18 -	3,300 - -	3,327 19 -
18.	Dunkin, Christopher -	May 5, -	leaseholder - - -	12,600 - -	1,400 - -	2,000 - -
19.	Elliott, Thomas - -	Nov. 23, 1810	wharfinger - - -	18,450 11 8	2,300 - -	5,377 - -
20.	Gascoigne, James, & another - - -	Apr. 28 } 1809 Nov. 14 }	freeholders and warehousekeepers.	6,547 - -	1,150 - -	2,044 16 4
21.	Granger, Benjamin, and another - - -	Nov. 18, 1814	lightermen - - -	6,000 - -	200 - -	650 - -
22.	Hartley, Thomas - -	July 6, 1810	wharfinger - - -	35,134 10 -	5,250 - -	9,523 16 -
23.	Hore, Edward - -	- 4, 1811	- ditto - - -	28,680 - -	4,000 - -	8,550 - -
24.	Humfrey, Ann, & another	Nov. 21, 1809	freeholders and warehousekeepers.	8,900 6 8	2,800 - -	3,377 16 8
25.	Jackson, Joseph - -	May 22, 1810	wharfinger - - -	10,314 18 9	1,400 - -	2,929 18 6
26.	Knowlys, Wm. Cook, and another - - -	Apr. 29, 1808	sugar coopers - -	16,354 10 6	7,200 - -	7,680 - -
27.	Liddard, Wm. jun. -	June 16, 1809	lighterman - - -	7,581 18 4	1,680 - -	2,480 - -
28.	Lucas, Joseph, and another	June 25, 1811	leaseholders - -	9,435 10 -	1,870 - -	3,325 - -
29.	Manning, Wm. and others	Oct. 27, 1807	warehousekeepers -	5,070 - -	precept refused.	802 18 9
30.	Mills, James - - -	Feb. 5, 1808	cooper - - -	3,556 2 6	600 - -	765 13 8
31.	Pearson, Charles Seymour	May 22, 1810	wharfinger - - -	38,109 15 8	5,700 - -	15,713 10 8
32.	Pitcher, Thomas - -	June 25, 1813	shipbuilder - - -	47,500 - -	3,000 - -	5,000 - -
33.	Purdy, Jane, and others -	Apr. 28, 1809	warehousekeepers -	21,403 6 5	8,400 - -	10,676 4 7
34.	Scott, John - - -	June 28, 1808	wharfinger - - -	68,027 8 7	9,250 - -	11,149 13 6
(Motion for new trial refused.)						
35.	Scott, John - - -	May 5, 1809	- ditto - - -	1,820 7 6	300 - -	691 - -
36.	Silva, Emanuel - - -	July 6, 1810	- ditto - - -	15,176 - -	900 - -	1,147 10 -
37.	Street, Georgius - -	Feb. 1, 1813	warehousekeeper -	4,000 - -	1,000 - -	1,500 - -
38.	Viney, William Walter -	Apr. 30 } 1808 Nov. 3 }	- ditto - - -	21,501 12 6	750 - -	4,152 17 -
(The previous verdict at the sessions was for 5,097 l. 6s.)						
39.	West, Samuel - - -	Mar. 23, 1810	- ditto - - -	6,180 - -	300 - -	668 12 6
40.	Wild, John, and another -	Nov. 18, 1814	winecoopers and warehousekeepers.	2,256 - -	disallowed -	200 - -
41.	Williams, Jas. Rice, & others	June 29, 1810	freeholders - - -	15,360 10 -	5,150 - -	7,786 6 -
42.	Woodard, Edward - -	July 6, 1810	leaseholder - - -	7,523 - -	- - -	1,147 10 -

Appendix, (Y.)
Accounts relating
to Port of London
Compensations.

(4.)—ACCOUNTANTS employed by order of the Commissioners of Compensation, and the Sums paid to them respectively.

	£.	s.	d.
Aspinall, William - - - - -	678	11	-
(See Aspinall and Maynard.)			
Aspinall and Maynard - - - - -	84	-	-
Baker, William - - - - -	105	-	-
Bentley, Timothy - - - - -	573	6	-
Brown, Robert - - - - -	201	8	-
Butler, Cornelius - - - - -	141	15	-
Chapman, Denis.			
(See Hudson and Chapman.)			
Close, Matthew - - - - -	225	15	-
Cottle, Robert - - - - -	60	-	-
Gibson, Guildford John - - - - -	60	-	-
Greenfield, John - - - - -	97	13	-
Hagstone, Matthew William - - - - -	565	19	-
Hudson, David - - - - -	14	14	-
(See Hudson and Chapman.)			
Hudson and Chapman - - - - -	1,117	4	-
Maynard, Thomas - - - - -	21	-	-
(See Aspinall and Maynard.)			
Railton, Edward - - - - -	458	17	-
Stafford, Joseph - - - - -	27	16	6
Thompson, William - - - - -	47	5	-
Tilley, John - - - - -	808	-	-
Whatmore, Edward - - - - -	23	2	-
Williams, Willam - - - - -	135	-	-
Wyllie, Joseph - - - - -	216	6	-
	£. 5,662	11	6

(5.)—SURVEYORS employed by order of the Commissioners of Compensation, and their Remuneration.

	£.	s.	d.
John Soane, esq. - - - - -	1,500	-	-
James Spiller, esq. - - - - -	1,500	-	-
Messrs. Soane and Spiller - - - - -	3,200	1	6
William Pilkington, esq. - - - - -	2,702	13	2
	£. 8,902	14	8

(6.)—SALARIES to the Principal Clerk and Assistant Clerk.

	£.	s.	d.
Mr. Tyrrell, from August 1799 to August 1800, one year - - - - -	200	-	-
from August 1800 to August 1805, five years, at 100 l. p' ann. - - - - -	500	-	-
from August 1805 to August 1809, four years, at 700 l. p' ann. - - - - -	2,800	-	-
from August 1809 to August 1810 - - - - -	700	-	-
from August 1810 to August 1813, three years, at 700 l. p' ann. - - - - -	2,100	-	-
from August 1813 to June 1824, nearly eleven years - - - - -	700	-	-
Mr. Francis, from August 1805 to August 1813, eight years, at 350 l. p' ann. - - - - -	2,800	-	-
from August 1813 to June 1824, nearly eleven years - - - - -	350	-	-
	£. 10,150	-	-

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(7.)—THE SOLICITOR'S BILLS.

Appendix, (Y.)

Accounts relating
to Port of London
Compensations.

	Disbursements.	Fees.	Total.
	£. s. d.	£. s. d.	£. s. d.
Amount of bill in relation to the estate and interest of the crown, and Lord Gwydir, in the mooring chains, 1799—1800 - - - - -	42 15 6	92 2 -	134 17 6
Expense of obtaining the Act of Parliament (46 Geo. 3, c. 132, Local Acts), 1806 - - - - -	253 16 11	179 4 10	433 1 9
Amount of general bill, from April 1806 to August 1809 - - - - -	3,874 11 9	2,387 14 4	6,262 6 1
D ^o from August 1809 to Aug. 1810 - - - - -	1,872 1 1	945 14 4	2,817 15 5
D ^o from August 1810 to Nov. 1814 - - - - -	1,893 14 2	1,109 17 2	3,003 11 4
D ^o to June 1824 - - - - -	93 15 -	59 19 2	153 14 2
	8,030 14 5	4,774 11 10	12,805 6 3
Amount of errors in the said bills appearing upon the examination by Mr. Bicknell * - - - - -			38 1 6
		£.	12,767 4 9

* The whole of these bills were referred to the examination, correction, and approval of Charles Bicknell, esq. (solicitor to the Admiralty, &c.) at the request of the Commissioners of Compensation, and by the direction of the Lords Commissioners of His Majesty's Treasury.

(8.)—AN ACCOUNT of Monies issued by Order of the Lords Commissioners of His Majesty's Treasury, in pursuance of the Acts of Parliament, to pay the Compensation awarded to Claimants.

	£.	s.	d.
1807:			
May 11 - Cash received at the Exchequer - - - - -	11,085	-	-
August 6 - Cash received of Joseph Alcock, esq. at the Treasury, to pay compensation money - - - - -	1,675	-	-
D ^o for interest - - - - -	1	2	11
October 29 - Cash received at the Exchequer - - - - -	67,815	-	-
1808:			
January 27 - Cash received of Joseph Alcock, esq. - - - - -	8,946	9	8
Cash received at the Exchequer - - - - -	22,986	9	1
May 20 - Cash received - - - - -	25,445	13	8
July 27 - Cash received - - - - -	51,477	12	-
October 25 - Cash received - - - - -	29,370	-	-
1809:			
January 31 - Cash received - - - - -	85,788	4	8
May 2 - Cash received - - - - -	74,260	-	-
July 31 - Cash received - - - - -	61,835	3	7
1809:			
November 7 - Cash received - - - - -	23,110	-	-
1810:			
January 31 - Cash received - - - - -	22,995	13	-
April 27 - Cash received - - - - -	31,062	9	10
July 30 - Cash received - - - - -	45,234	15	2
October 29 - Cash received - - - - -	24,738	16	-

Appendix, (Y.)
Accounts relating
to Port of London
Compensations.

	1811:						£.	s.	d.
	January 29	-	Cash received at the Exchequer	-	-	-	14,127	-	-
	April 22	-	Cash received	-	-	-	23,585	-	-
	July 30	-	Cash received	-	-	-	21,040	-	-
	October 30	-	Cash received	-	-	-	3,960	-	-
	1812:								
	February 6	-	Cash received	-	-	-	1,930	-	-
	May 6	-	Cash received	-	-	-	13,207	1	4
	August	-	Cash received	-	-	-	1,700	-	-
	November 3	-	Cash received	-	-	-	750	-	-
	1813:								
	July 30	-	Cash received	-	-	-	5,000	-	-
	1814:								
	April 30	-	Cash received	-	-	-	1,500	-	-
	December 6	-	Cash received	-	-	-	357	-	-
	1815:								
	February	-	Cash received	-	-	-	1,350	-	-
	August	-	Cash received	-	-	-	450	-	-
	1823:								
	August 7	-	Cash received	-	-	-	2,000	-	-
							£.	678,783	10 11
Allowed for fees payable at the Treasury and Exchequer, on receiving the several sums above mentioned							£.	s.	d.
								16,821	11 7
Paid for fees at the Exchequer, as appears by certificate							£.	s.	d.
								16,723	16 9
Paid for fees at the Treasury, as appears by certificate								82	10 -
Paid for stamps for receipts								7	5 -
								16,814	- 9
									7 10 10
							£.	678,791	1 9

APPLICATION:

Cash paid the several claimants	-	-	-	-	-	-	677,382	8	-
Balance (being 1,400 <i>l.</i> deductions from sums awarded (see <i>infra</i>); 7 <i>l.</i> 10 <i>s.</i> 10 <i>d.</i> balance of money allowed to pay fees; and 1 <i>l.</i> 2 <i>s.</i> 11 <i>d.</i> allowed for interest, but not paid)—carried to p. 83.	-	-	-	-	-	-	1,408	13	9
							£.	678,791	1 9

(9.)—CONTAINING the particulars of Deductions from Sums awarded, being part of the Balance carried from (N^o 8.) *supra*, to (N^o 10.)

In the following six cases, the sums awarded by the Commissioners were issued from the Exchequer, but upon obtaining the requisite information, for preparing the necessary releases, discoveries were made, which occasioned the deductions stated.

N ^o		Awarded.	Paid.	Deducted.
		£.	£.	£.
250	Clark, Richard	2,100	2,050	50
413	Easton, William	2,400	1,800	600
575	Harris, James	250	200	50
1,026	Robinson, James	3,230	3,080	150
1,048	Ross, John	500	200	300
1,067	Samuda, Abigail, and another	1,500	1,000	500
			£.	1,650
	Compensation paid to John and Alexander Anderson out of these deductions, to prevent further issues from the Treasury or Exchequer, to defray the sum awarded to them	-	-	250
			£.	1,400

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(10.)—AN ACCOUNT of Monies issued at the Exchequer by Order of the Lords Commissioners of His Majesty's Treasury, in pursuance of the Acts of Parliament, to defray the Expenses of the Commission, and how the same have been applied.

(Appendix, Y.)

Accounts relating
to Port of London
Compensations.

RECEIPTS:

					£.	s.	d.	£.	s.	d.
1807:										
July 9	-	-	Cash	-	-	-	-	2,000	-	-
1808:										
February 4	-	-	Cash	-	-	-	-	2,000	-	-
July 27	-	-	Cash	-	-	-	-	3,000	-	-
1809:										
March 2	-	-	Cash	-	-	-	-	3,000	-	-
May 2	-	-	Cash	-	-	-	-	3,000	-	-
September 11	-	-	Cash	-	-	-	-	2,000	-	-
November 4	-	-	Cash	-	-	-	-	5,000	-	-
1810:										
January 31	-	-	Cash	-	-	-	-	3,000	-	-
April 27	-	-	Cash	-	-	-	-	3,000	-	-
July 30	-	-	Cash	-	-	-	-	3,000	-	-
1811:										
February 28	-	-	Cash	-	-	-	-	3,000	-	-
July 30	-	-	Cash	-	-	-	-	3,000	-	-
1813:										
January 29	-	-	Cash	-	-	-	-	3,000	-	-
August	-	-	Cash	-	-	-	-	1,000	-	-
1814:										
May 13	-	-	Cash	-	-	-	-	1,500	-	-
					£.	40,500	-	-		
Amount of fees deducted from the said several payments at the Treasury and Exchequer, as appears by the certificates				-	-	-	-	1,061	18	6
Produce of furniture, &c. sold				-	-	-	-			
Balance brought from the compensation account, p. 82				-	-	-	-			
								39,438	1	6
								75	5	4
								1,408	13	9
								£.	40,922	- 7

PAYMENTS:

									£.	s.	d.
Rent and taxes	-	-	-	-	-	-	-	-	683	18	2
Office expenses	-	-	-	-	-	-	-	-	303	11	11
Clerks salaries (Hunt, Supple, Francks, and Gibson)	-	-	-	-	-	-	-	-	1,622	12	-
Acts of Parliament, printing, stationery, and advertisements	-	-	-	-	-	-	-	-	544	3	2
Repairs and sundries	-	-	-	-	-	-	-	-	68	8	3
Fixtures and furniture	-	-	-	-	-	-	-	-	168	19	7
Costs paid on obtaining a new trial	-	-	-	-	-	-	-	-	47	16	7
Solicitor's bills of fees and disbursements	-	-	-	-	-	-	-	-	12,767	4	9
Salaries of the clerk and assistant clerk, from 1799 to 1824	-	-	-	-	-	-	-	-	10,150	-	-
Surveyors	-	-	-	-	-	-	-	-	8,902	14	8
Accountants	-	-	-	-	-	-	-	-	5,662	11	6
									£.	40,922	- 7

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12.—Report, 1824.

Consent, Mr. William. Detail of the duties performed by Mr. William Cousens, harbour-master of the port of London, during the year 1822, App. 50.

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Dock Dues. Amount of all sums received and carried to the credit of the consolidated fund, as part of London dock dues, App. 41-43.—Account of all sums of money received at the Hydrographer out of canal and dock dues, issued to the chamberlain of the city of London, App. 45.—See also Legal Quays.

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*Communicated by Message from The Lords,
11 July 1820.*

F I R S T R E P O R T

[RELATIVE TO THE TIMBER TRADE,]

FROM

The Select Committee of the House of Lords, appointed to inquire into the means of extending and securing the FOREIGN TRADE of the Country, and to report to the House; together with the Minutes of Evidence taken before the said Committee:—3 July 1820.

Ordered, by The House of Commons, to be Printed,

11 July 1820.

Communicated by Message from The Lords
11 July 1830

FIRST REPORT

[RELATIVE TO THE TIMBER TRADE]

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The Select Committee of the House of Lords, appointed to inquire into the means of extending and securing the Foreign Trade of the Country, and to report to the House; together with the Minutes of Evidence taken before the said Committee:—3 July 1830.

Ordered by The House of Commons, to be Printed,
11 July 1830.

R E P O R T.

BY THE LORDS COMMITTEES appointed a SELECT COMMITTEE to inquire into the Means of extending and securing the FOREIGN TRADE OF THE COUNTRY, and to report to the House; and to whom were referred the Petition of certain Ship Owners of Sunderland, respecting the Duties on Wood: also, the Petition of the Directors of the Chamber of Manufactures and Commerce at Birmingham, relative to Foreign Trade: also, the Petition of certain Merchants of Leith, relative to the Duties on Customs: also, the Petition of Merchants and others engaged in Trade with the British Colonies in North America, and in the Fisheries of Newfoundland, Nova Scotia and New Brunswick, resident in London, against any Alteration of Duties on Timber; and also, the Petition of the Ship Owners of Leith, Kirkaldy and neighbouring Ports, against any Alteration in the Duties on Timber from the British Settlements in North America.

ORDERED TO REPORT,

THAT the Committee have met, and have proceeded to examine Evidence upon the points considered in this Report; and having understood that considerable anxiety prevailed in the Commercial and Shipping Interests with respect to the System which Parliament might think it expedient to adopt for the future regulation of the Timber Trade with the North of Europe, and the North American Colonies, have thought it their duty to direct their attention, in the first instance, to that subject. They are induced, from the same motive, to submit the result of their investigation to the House, without waiting for the termination of those inquiries, which they find it their duty, in pursuance of the instructions of the House, to institute into the state of other branches of British Commerce.

The encouragement afforded to the importation of Wood from the British Colonies in North America, by the imposition of heavy duties on Wood from Foreign States, is of comparatively recent date, and does not appear to have formed a part of the Commercial or Colonial policy of the Country previous to the late war. Till the year 1809, little or no duty had been imposed upon the various species of Timber; in that and the succeeding year, however, the nature of our political relation with the Baltic powers, led to an apprehension that great difficulty might be found in deriving the usual supplies of Timber from that quarter, not only for the general purposes of domestic use, but more particularly for the purposes of Ship-building.

It was however known, that Timber in any quantity, although of an inferior quality, might be obtained in the British Colonies in North America. But this being a new branch of trade, and exposed to some risk and uncertainty, it was deemed expedient to give the Canadian Wood the advantages, not only of an exemption from all duty, on such as was fit for naval purposes, and of a duty little more than nominal upon all other descriptions, but also of a considerable increase of duty on Wood from the North of Europe.

High permanent duties, and a temporary war duty, were accordingly imposed upon all descriptions of Wood imported from foreign countries by the 49 Geo. 3, c. 98, which were doubled by the 50 Geo. 3, c. 77; and these were afterwards partially increased by the 51 Geo. 3, c. 93, and by the 52 Geo. 3, c. 117, and a duty of 25*l.* per cent. upon the whole of the permanent duties was added by the 53 Geo. 3, c. 33.

The

4 REPORT (*communicated by the Lords*) ON FOREIGN TRADE

The several duties aforesaid were afterwards arranged and consolidated by the 59 Geo. 3, c. 52; and a Schedule, taken from the said Act, of the details of the existing duties on all descriptions of Wood imported from foreign countries, is annexed to this Report.

Appendix, N° 10.

The Committee have been informed by those of His Majesty's Ministers who are Members of the Committee, that the Canadian merchants were never led to believe that any of these duties would be permanent; an expectation was however held out, that the duty of 2*l.* 1*s.* first imposed would be continued for some considerable time, but no such expectation was fairly raised with respect to the war duty, and the duty imposed in 1813, and the exemption from duty on Canadian Timber has always been temporary, and will, unless renewed by Parliament, expire in July 1820, although the parties have been given to understand that it may be farther continued till March 1821. This view of the subject has been constantly explained to the Canadian merchants in various communications, to which this question has led, between them and the Board of Trade.

The Committee have not, therefore, felt that there existed any circumstance connected with the period during which, or the purposes for which, these duties had been imposed, which could preclude them, or could preclude Parliament, after the return of a general peace, from considering so important a question as the future regulation of this essential branch of commerce, with a view to the permanent interests and general prosperity of the empire.

Under this impression, they have thought it their duty to ascertain from persons best enabled to speak from experience upon those subjects:—

First, the comparative qualities of Wood imported from the different ports in the North of Europe, and from the North American Colonies:

Second, the comparative facility and cheapness of the supply of these different species of Wood, considered independently of the duties with which it has been charged:

Third, the direction which the system of duties in force since the years 1809 and 1813 has given to the commerce and consumption of the country, as far as respects the article of Wood; and,

Fourth, the probable effect which any material diminution or alteration of those duties might be expected to produce on the consumption of the country, on its trade with Europe and with the Colonies, and on the particular interests concerned.

Of the Fir imported from the north of Europe, that of Norway is represented to be the most durable, although of inferior dimensions; the next in durability is that imported from the Baltic, more particularly from the ports of Dantzic and of Riga. The quality of the Swedish is nearly as good as that of the Prussian Timber. The Timber imported from Memel, Dantzic and Riga, is most applicable to the purposes of ship-building. The North American Timber is more soft, less durable, and every description of it more liable, though in different degrees, to the dry rot, than Timber the produce of the north of Europe. The Red Pine, however, which bears a small proportion to the other descriptions of Timber, and the greater part of which, though imported from Canada, is the produce of the United States, is distinguished from the White Pine by its greater durability. On the whole it is stated by one of the Commissioners of His Majesty's Navy, most distinguished for practical knowledge, experience and skill, that the Timber of Canada, both Oak and Fir, does not possess, for the purpose of ship-building, more than one half the durability of Wood of the same description the produce of the north of Europe; that it is particularly liable to the growth of fungi, that species of vegetation which is the forerunner of dry rot; and that it has been observed by other professional men, as well as by himself, that in most instances where American Timber has been brought into contact with that of this or any other country, it has even had the effect of destroying that which was in union with it. The result of its application to other purposes of building is described by timber merchants and carpenters to be nearly similar. The Canada Pine is, however, preferable for its size to any other for bowsprits and masts, when made of single sticks; for which purpose it can be employed without the same injurious consequences which might attend its being introduced into the fabric of the ship. And it appears to be used with advantage where masts are made of many parts, in those which are called the spindle and the cheeks.

cheeks. The soft White Pine Timber is stated also to be preferable to any other Timber for packing-cases, carving, mouldings, musical instruments, blinds, and other objects where lightness and freedom from knots is desirable.

Independently of the difference occasioned by the amount of duty, the supply of Wood from the Baltic, without adverting to its superior quality, can be procured, from the difference in the amount of freight and transport, at a rate considerably cheaper than Wood from North America. As the comparative rate of expense, however, necessarily differs according to the particular port where the shipment takes place, your Committee must refer the House, upon this head of their inquiry, to a Table in the Appendix containing an Account, which they are assured may be relied upon, of the Prices of Timber from each port, distinguishing the duty, freight, charges, net proceeds and prime cost.

Appendix, N^o 8.

The system of duties which has been in force since the year 1809, and further acted upon in subsequent years, has however been the means of inducing a more general use (which no other circumstance could have occasioned) of Canada Timber for house-building in this country, particularly in buildings of an inferior description, subject to all the objections which are stated to attend it. In ship-building it has also been more employed than formerly; and the Committee have inserted an account delivered in by Sir Robert Seppings, of the comparative duration of frigates built of Canada Fir, and of Fir from the north of Europe; but the use of Canada Timber is now stated to be discontinued in His Majesty's dock-yards, in consequence of the unfavourable result experienced from its employment. The demand for Wood from the countries in the north of Europe has been progressively diminishing, so as to occasion great interruption to the trade with these countries, particularly with Norway, whose inhabitants, notwithstanding the predilection they have uniformly shown for British manufactures, are not only left without the means of consuming them, but of paying for those which they have received; and for which nearly half a million is stated to be owing; so that the export of manufactures has been reduced to an extent which cannot be estimated merely by a reference to the direct exports to those countries, as it appears that a considerable portion of the manufactures consumed in them, are introduced through the channel of the German fairs. A considerable amount of capital and machinery employed in this country in sawing and preparing for consumption the Timber imported from the Baltic, has been in a great degree rendered useless and unproductive. On the other hand, a great and progressive increase of the trade with Canada, and of the tonnage employed to import its Wood into this country, has taken place; though that which is apparent for the last two years may be in some degree accounted for by the apprehension which has prevailed, that some alteration in the duties would take place about this time.

Vide Evidence,
page 57.

There can be little doubt that any material diminution of the duties on foreign Timber, would almost immediately lead to an increased demand of that article for most purposes of building, and enable the countries which produce it, but more especially Sweden and Norway, very greatly to increase their consumption of British produce. As this circumstance, however, could not take place without diminishing the demand for Canada Timber, it must in some degree affect the profits of the capital now vested in saw mills and other machinery in Canada, which has been stated by a gentleman interested in that country, to consist of from 100,000*l.* to 150,000*l.* It could not be considered as directly affecting the interests of the Canadian landholder, as the value of the Timber sold at Quebec does not exceed by much the expense and labour of procuring it for shipment, and the landholder himself gets little or nothing for the Timber. Some portion of the shipping now engaged in transporting the Canadian Timber to this country, might probably be compelled to seek for other employment. And although there is reason to expect that the increased supply from the north of Europe would be chiefly imported in British vessels, the average difference in the length of voyage might render a smaller amount of shipping necessary to carry on this particular branch of trade. But the Committee cannot persuade themselves that the facility of procuring the best and cheapest commodities from other countries, so essential to the interests of commerce, can be found ultimately detrimental to those of navigation and shipping, the great instrument by which commerce is maintained; more especially at a time when it appears by the concurrent testimony of the best informed persons, that the rate of freight and other circumstances attendant on

British shipping, enable it to enter into a successful competition with that of every other country on the globe. The Committee at the same time indulge a confident hope that the consideration of the state of some other branches of trade in which they are about to engage, will suggest the means of giving additional employment to the shipping of this country.

The Committee would by no means, however, suggest for the adoption of Parliament, any sudden alteration of the existing system by which Wood, the growth of Canada, might be entirely excluded from the means of competition in the British market. And they therefore submit, that under all the circumstances in which this trade has originated and been carried on, it may be still expedient to compensate to the Canadian merchant and importer, by such limited duty as may be necessary for that purpose, the difference of freight and transport, so as to bring their Wood into the British market on equal terms with Wood of the same dimensions, the growth of other countries. But the Committee are of opinion, that if it should be found necessary for purposes of revenue, to let the amount of duty on Foreign Timber exceed what is necessary for the purpose they have described, a duty corresponding with the difference should be imposed on the import of Timber the growth of the American Colonies.

Independently of the above general considerations on the regulation of this trade, the Committee feel it their duty to notice two points of a subordinate nature, in which it appears that some alteration in the existing regulation would in any case be requisite.

It appears that from the same duty having been imposed in Great Britain on Deals from eight to twenty feet, while in Ireland the Deals were divided into five classes, the lowest of which was from eight to twelve feet, the Norway Deals, which are all of small dimensions, have laboured under an unfair disadvantage in the British market. The Committee submit that it would be expedient that all Wood the growth of foreign countries should be admitted into this country, subject to an equal proportionate rate of duty, and that for this purpose a graduated scale, according to the cubical contents, should be adopted.

It appears also, that according to the present mode, the standard hundred of Deals pay less than would be chargeable upon an equal quantity of solid Fir Timber; and the Committee are satisfied that Parliament will think it expedient to remove this impediment from the employment of British capital in saw mills, by making the duty payable on Deals at least equivalent to that on Timber in the log.

The Committee have annexed a copy of so much of the Evidence as relates to the subject matter of this Report.

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NAMES OF WITNESSES.

MINUTES OF EVIDENCE.

NAMES OF WITNESSES.

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MINUTES OF EVIDENCE.

Die Jovis, 1^o Junij, 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of Adjournment read.

George Norman, Esquire,

Is called in; and Examined as follows:

WILL you have the goodness to state to the Committee what is your business?
—Trading to the north of Europe in Wood.

*George Norman,
Esq.*

During what length of time have you been engaged in that business?—All my life-time.

Have you been engaged in the trade generally with all the Northern powers?—
With all the Northern powers.

Can you state to the Committee what effects have been produced upon the Northern trade, in timber and deals, by the alteration that has lately taken place at successive periods in the scale of duties?—I conceive that the alteration of the duties has produced a diminution of importation of wood, respecting some countries, not equally as respecting the Baltic and Norway; because, as the duty was the same upon the large size as the small, that is, deals from eight feet to twenty feet long paid the same duty, the larger-sized woods were naturally exported by those countries that produced them; the consequence was, those countries which produced the largest sizes increased their exports, whilst those countries which produced the smaller sizes have decreased theirs very much; but the exportation was kept up very much during the late war; for that time it did not decrease, but during the last five or six years it has decreased very much; and with respect to Norway, the last year it has amounted to very little: but there are other causes besides that of the duties, which have assisted in occasioning a decrease in the exportation that ought to be stated.

Will you state these causes?—I conceive it to be partly the admission of Canada deals without any duty at all; the duty is 21 *l.* 11 *s.* 8 *d.* on a hundred and twenty pieces, from eight feet in length to twenty feet.

Have the timber and deals imported from the Northern ports been imported in chiefly British or in other vessels?—From Norway chiefly in foreign vessels; from the other ports I believe chiefly in English; during war, of course Prussian vessels came from Prussia; but during the peace fewer have come; I believe some come now, but not many: the fact is, more than one third of the ships engaged in the trade to Norway are British; two thirds or more are British of those engaged in the trade to the Baltic ports.

Can you state the cause of the difference to which you have alluded, between the Norway trade, and the other Northern powers, the one being carried on principally in Foreign, and the other in British vessels?—I believe it is owing to the growth and increase of the Norwegian and Swedish ships during the late war; they were then the chief carriers of Europe; but this was not at all the case with Russia, and but little with Prussia; but these ships are decreasing very fast; I believe the reason they send them, is, because they possess them.

Do you conceive, that if, owing to the remission of duty, or to any other circumstance, any considerable increased importation of timber from the North was to take place, that increased quantity would be principally imported in British or Foreign vessels from the countries as a whole?—I conceive that the increase of British ships is going on, because they sail cheaper than others; and because foreign ships wear out: but I should presume, that in whatever ships they could bring the produce the cheapest, they would bring it in those ships; as their ships wear out, they will naturally come to the English ships; their own ships are wearing out very fast, but I cannot think myself qualified to say, except a larger duty was laid upon

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goods brought by Foreign, than upon goods brought by British ships, that they would of themselves prefer British ships to Foreign, were it not on account of cheapness.

You are of opinion, that supposing the ships in both cases to be now built for the trade, that British freight would be cheaper than the foreign?—I do decidedly; there might be other reasons stated why foreign ships should come; a foreign ship-owner is a merchant to all intents and purposes, this leads him to form connections with merchants, and that connection is a reason why his ships are taken; but I believe at this time the English ships go cheaper than others, notwithstanding the duties. I would beg to state, that as their ships are decreased and lost, that they do not build them again, they do not find it answer; in war time, when they were the carriers of Europe, then was the time they built their ships and got the quantity they have, I mean the Prussians and Norwegians, and also the Danes and Swedes.

Is it not also particularly the case with ships built by Prussia at this moment?—Yes, and the low freight would not bear them out in building ships at present.

Would not the remission of the duties upon timber imported from the North, increase that comparative advantage to which you have adverted, of British over Foreign freight, by diminishing the cost of the materials in building?—To be sure.

Can you state to the Committee what observations you have made upon the comparative usefulness and duration of timber imported from the North, and Canada timber?—I cannot state any thing from my own observation respecting Canada timber; there can be no doubt, that the most durable fir wood is from Norway; the next most durable is from the Baltic, that is, Dantzic and Riga. I know nothing of the Canada wood, but by report: the red wood from Norway and the Baltic, certainly I consider as more durable than the white.

Which do you prefer, the Prussian or the Russian?—That which grows in Poland, belonging to Prussia, is better than that which grows in Russia.

What sized timber do you consider Norway capable of furnishing?—I should think now, Norway is not capable of furnishing any timber above ten inches square, and not much of that; in general it is about eight.

What is the length?—The length runs from twenty to forty feet, say an average of twenty-six feet.

State the dimensions of the Prussian timber?—With respect to the dimensions of Prussian timber, the average is about the same in length as that of the Norwegian timber, but there is none less than twelve inches thick, or more than fifteen, and it is quite square.

What are the dimensions of the Russian timber?—There comes very little timber from Russia which is grown in that country; I do not know above one or two ports that ship timber; I believe that in general it is smaller, and of inferior quality; but I cannot speak so accurately to that as to the Prussian. During the late war some was exported thence, but I believe it is not above twelve inches square. Sweden as conjoined with Norway, I may say, ships large timber twelve inches square.

Of what quality do you consider Swedish timber?—The quality of Swedish timber is as good as Prussian.

Is any large portion of the timber imported from the Baltic employed in ship-building?—I believe not, but government sometimes build ships of war with it, and fir deals are used for the decks generally.

Is the timber from the north of Europe liable to the dry rot?—I believe not naturally.

Is that from Canada?—We look to the effects of building the Queen Charlotte at Deptford, which was rotten before she came out of the dock; it was Canada fir and oak that was used in her.

In your opinion, can the timber imported from the Baltic be so considerably employed in decks, and finishing British ships, that the reduction of the duty on its importation would materially tend to lower the present price of freight?—I do not.

Do you know whether the timber imported from Canada is imported in English ships, or ships built in Canada?—I believe in English ships; but it is impossible for me to say where built. I suppose they are built here.

The preference is given to Baltic deal in decking ships, over that of Canada, is it not?—I never heard of any Canada deal being used. I do not know that they have not used it here as a deck deal.

Then the importation of timber from Canada duty-free, tends in no degree to produce the present low rate of freight?—No, it does not strike me that it does; the

the introduction of timber from Canada comes in English ships, either because they are there or here, therefore it must tend to raise the freight; for if there was no employment for British ships, there would be so many more in the market.

Does the low price of the inferior Canada timber cause it to be used in the planking the decks of ships, in preference to the use of the higher priced but superior deals from the Baltic?—I am not concerned in ship-building; as far as I have heard, no Canada timber is used at all. I never heard of any being used in ship-building, except by the navy.

Can you state in what manner the bills drawn on the consignees for the produce of cargoes of timber from the North have generally been liquidated?—I cannot; but the freight is almost always spent here in provisions, in goods, ropes and sails, and so on; they seldom if ever take any freight home, it is always expended here. With respect to the present state of the trade, Norway is so much indebted to England, that if there was to be a good residue of proceeds, nothing could be taken away; the truth is, that at present nothing is left.

Is it in the power of Norway to discharge that debt, under the present existing regulations of the trade in regard to them?—It is not.

To what circumstance do you attribute the cause that Norway has become so indebted to England?—By advances which she is always wanting. The great advances that have been made, it is impossible to be repaid, in consequence of the bad circumstances of the trade, the cargoes yielding less and less; they yield nothing at this time.

To what cause do you attribute the importation from Prussia being so much more extensive than from Russia?—I presume it is from the rivers; I believe so, without being able to speak as a geographer; they having the advantage of their rivers, they are enabled to export cheaper than Russia: Riga belongs to Russia, but there is no great quantity of timber comes from thence, in proportion to what comes from Memel and Dantzic?

Have you been engaged generally in the Baltic trade, or only in the timber trade?—Not generally; I have had other concerns in the Baltic trade, but I have given them up.

Is the debt due by Norway to England solely in consequence of advances made to Norway, or in consequence of British manufactures which Norway has taken out of this country, without a power under the existing duties of making a return?—A great deal, undoubtedly, from advances on account of goods: some years back, under the licence system, every ship was obliged to take out goods equivalent to her cargo; that was the time when great advances were made; of late years the sales have been worse and worse; and so they are left greatly in debt. In the year 1808, when the rupture with the Northern powers took place, I was owed 2,000 *l.* from Norway, and now I am owed 100,000 *l.*

Can you state what proportion of English manufactures consumed by the Northern powers is imported through the Baltic, and what through the German fairs, or any other channel?—I really cannot; there is a ship now taking out about 20,000 *l.* of goods to Norway, but the Russians and Prussians seldom take any English manufactures from hence; they take them, I believe, in a more circuitous mode.

You stated they were compelled to take English manufactures in proportion to their cargoes; who compelled them?—This Government, under licence.

How long has this debt of 100,000 *l.* existed between you and Norway?—It has been accumulating for the last six or seven years; a cargo, a moderate sized cargo, used to pay one thousand pounds, and now it does not pay a shilling.

When was the last time that you imported under a licence?—I cannot recollect when the licence trade stopped; the peace was in 1814, it was about a year before the peace, about the year 1813; it might be the year 1812.

Can you state to the Committee the amount of duties paid by you individually between the years 1785 and 1819 inclusive?—In some years there was nothing paid; but the whole amount, if I may be permitted to refer to a paper, was 965,000 *l.* in 32 years. I have the particulars if necessary.

Would you have any objection to give in a statement to the Committee, of the amount of annual duties paid by you?—None whatever; I have the account here from 1785: in that year I see I paid 9,437 *l.* the duty was 1 *l.* 13 *s.* 9 *d.* then it increased gradually till it came in the year 1807 to 9 *l.* 1 *s.* 4 *d.* that is five times as much more; I paid 22,000 *l.* that year; in the year 1811, the middle of July, it was 18 *l.* 2 *s.* 8 *d.* it was double, and I then paid 64,000 *l.*; in the year 1813, there was a war tax, making it 21 *l.* 11 *s.* 8 *d.* I then paid but 14,000 *l.*; in the year

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1815, when the peace was supposed to bring a vast increase of trade, the duty I then paid was 104,000*l.*; it did not turn out as was expected, and it fell off the next year to 22,000*l.* I will furnish the Committee with an exact account.

Have you any written statement that would explain to the Committee the gradual falling off of the wood trade to the Baltic?—No, I have not.

What is the rate of duty on timber imported from the Baltic into Ireland?—It is moderated very much to what it is here; it is a scale or proportional duty; but the duty upon the deals which are generally used, which are as long, I believe, as fourteen feet, or from twelve to fourteen feet long, is fourteen pounds and a fraction. They import none larger, because the price would not enable them to pay the duty.

Therefore the difference of duty upon deals of fourteen feet imported in Ireland and England is no less than about 6*l.*?—I am not able to state, exactly, what the rates of duties are in Ireland, but I know what the duty is upon twelve and fourteen feet deals; it was intended to be the same as here, but it was altered; in truth, twelve feet deals are those that are generally used. I can remember when we used none else; long deals have been brought in consequence of the duty.

If the same rate of duty was established in England as in Ireland, do you conceive the importation would be increased; the same graduated scale?—It is a matter of opinion, but I think it would be more in favour of Norway, if a scale duty or proportional duty was adopted, that such and such lengths, and such and such widths, should pay so much; the consequence would be, that that length would be preferred upon the whole that could be bought cheapest, for as the duty is laid now, only one thickness can be brought, which is three inches; formerly they used to bring of various thicknesses.

The rate of duty in Ireland varies according to length not according to thickness?—No; there can be no importation in Ireland of a less thickness than three inches, because you pay the same duty if it is less, as you do for that thickness of three inches.

Is the greater part of your trade in logs or in deals?—My trade to Norway is chiefly in deals; that with the Baltic is chiefly timber.

Therefore you pay in freight the same for deals a short length, as you do for a long length; it is the same from eight feet to twenty feet?—Yes, it is the same from eight feet to twenty feet; when the timber is sawn, it is all called plank or deals, therefore as long as the deal does not exceed twenty feet long, the width is indeterminate; Norway produces small and narrow deals.

If the duties were so arranged as to occasion a greater demand for timber in this country, would there be any increased demand in return for British commodities in Norway, Sweden, Russia and Prussia?—I conceive that all countries in the North take their commodities, such as cloth, sugar, coffee, and wine, port and madeira, (claret they have from France) all from this country, because there is a predilection for English produce, furniture and goods, and they can get them better and cheaper here than any where else.

Then you conceive this arrangement of the duty operates as a prohibition to the consumption of British manufactures in those countries?—The prohibition arises, as far as respects Norway, from having no money to purchase them with; nothing is left from their consignments. I believe that whatever money they have to lay out, they would lay out here; I have been in Norway myself, and I found every thing there English.

If their consignments were larger, are you of opinion that in those countries there would be a market in proportion to the extent of those consignments?—The consignments must be more profitable before any thing can be left. I can only say they would take every thing that they wanted from this country; I would not presume to say that they would take to the amount of all the consignments they might send; at present they yield nothing; I should think there would not be a quarter of the duty paid this year as was paid the last; the trade is come to a stop, nothing can be sent but for which money is paid; there is now a ship about taking goods to Norway, to the amount of about 20,000*l.* I make this observation to show where the money comes from. I have orders to ship between three and four thousand pounds worth of goods, but the money has been sent from Hamburgh for that purpose.

In the present state of the trade, are the Committee to suppose that the present consignments of the timber, indebted as they are, go in liquidation of the debt?—There is nothing left: in consequence of a report having been spread that the
duty

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duties are likely to be taken off, all possibility of sale is stopped. The price that could be got for a cargo of deals now, would scarcely pay the duties: people are terrified out of their wits; the fall is nearly 30 per cent.

Are you aware that the distress in Sweden is very great, from not being able to export their timber?—Not so much as Norway; the Committee are well aware, that besides timber, Sweden exports other articles, such as iron and steel.

Are you aware that a ship has been sold, as well as the cargo, in order to satisfy the claims upon her?—I know a recent instance of a ship which cost 2,200*l.* the property of a house at Leith, which they are obliged to sell, and for which they will not get more than 300*l.*

The Witness delivers in a Statement, which is read, and is as follows:

YEARS.	Number of Deals.			Rate of Duty.			Amount of Duty.		
	C.	Qrs.	Ps.	£.	s.	d.	£.	s.	d.
1785 - - -	5,662	1	21	1	13	4	9,437	7	6
1786 - - -	11,046	2	26	-	-	-	18,411	4	—
1787 - - -	11,834	—	18	-	-	-	19,723	11	9
1788 - - -	48,000	—	—	—	—	—	80,000	—	—
1789 - - -									
1790 - - -									
1791 - - -									
1792 - - -	9,673	3	7	-	-	-	16,123	—	5
1793 - - -	4,088	2	13	4	9	—	18,194	6	4
1794 - - -	4,882	1	2	-	-	-	21,726	2	3
1795 - - -	5,708	1	17	-	-	-	25,402	7	1
1796 - - -	4,670	3	29	-	-	-	20,785	17	7
1797 - - -	2,429	3	5	9	1	4	22,030	1	3
1798 - - -	2,323	2	26	-	-	-	21,068	6	10
1799 - - -	2,840	2	20	-	-	-	25,755	6	5
1800 - - -	3,326	2	26	-	-	-	30,162	3	6
1801 - - -	4,077	3	20	-	-	-	36,973	2	1
1802 - - -	3,766	—	13	-	-	-	34,146	—	6
1803 - - -	4,407	2	3	-	-	-	39,961	10	—
1804 - - -	4,337	1	23	-	-	-	39,326	2	2
1805 - - -	5,041	1	20	-	-	-	45,708	6	6
1806 - - -	4,360	3	8	-	-	-	39,538	2	—
1807 - - -	3,154	1	2	-	-	-	28,598	13	6
1808 - - -	190	3	29	-	-	-	1,731	13	8
1809 - - -	1,373	2	12	-	-	-	12,453	17	6
1810 - - -	3,833	—	20	-	-	-	34,753	16	—
1811 - - -	7,094	—	16	18	2	8	64,320	1	11
1812 - - -	1,542	3	12	-	-	-	27,975	16	8
1813 - - -	656	2	—	21	10	8	14,136	9	6
1814 - - -	2,285	—	14	-	-	-	49,204	10	—
1815 - - -	4,866	1	17	-	-	-	104,788	—	6
1816 - - -	1,056	1	2	-	-	-	22,744	18	6
1817 - - -	1,416	3	2	-	-	-	30,507	10	—
1818 - - -	1,801	—	2	-	-	-	38,781	8	—
1819 - - -	1,860	2	12	-	-	-	40,064	17	—

The Witness states, that he is not certain of the exactness of the periods when the increase of duty took place, from 1*l.* 13*s.* 4*d.* per cent. to 9*l.* 1*s.* 4*d.* but he thinks it is very near.

[The Witness is directed to withdraw.]

Ordered, That this Committee be adjourned to Saturday next, twelve o'clock.

Die Sabbati, 3^o Junij, 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of adjournment read.

Edward Solly, Esquire,

Is called in; and Examined as follows:

What business have you been principally engaged in?—In the Timber trade.

In any particular branch of the timber trade?—Not in any particular branch; I was formerly established at Dantzic, and my principal trade was in the exportation of timber for the use of His Majesty's navy, but generally in the export of timber.

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Can you state to the Committee, in the vessels of what country the timber in which you were concerned was principally imported to this country?—In time of peace principally in British vessels; in time of war principally in Prussian.

Can you state in what description of vessels the timber from the North is principally imported at present?—Principally in British vessels.

Can you form any opinion whether, in the event of an increased importation of timber from the Northern ports, taking place in consequence of a remission of duty, or any other cause, that increased importation would take place in British or in vessels of other countries?—I have no doubt that an increased importation would take place in British vessels.

State the grounds of that opinion?—I was formerly a considerable owner of Prussian ships, and therefore I had a good deal of experience in Prussian shipping, and I can safely say that Prussian ships cannot compete with English ships in time of peace; the English ships are navigated cheaper than Prussian ships; the Prussian vessels are more heavily masted and rigged, and require a greater complement of men, whilst the English ship is manned mostly by apprentices; the English ships require less ballast; the economy of shipping is better understood and practised; there is greater activity of the captain and crew; they are insured in clubs, and the rate of insurance in clubs is, on the average, five per cent. while the Prussian ships cannot get the same insurance done for twelve; what I mean by clubs is, that they insure one another; and as to the outfit, the provisions and other necessaries for the ship, both have their choice where they will lay in their stock, whether in a Prussian or an English port; if provisions are cheap in the Prussian port, the English captain lays in his stock of provisions there, and to make the advantage sure to the English ship, the duty in the Prussian ship is at the rate of fifteen per cent. on the freight; it is 3s. 8d. per load higher in a Prussian ship than in an English ship; the charges of all kinds, even the ballast, is charged higher to a Prussian ship than to an English ship.

Your answer is confined to a comparison between the cases of Prussia and ships of English built; can you offer any opinion with respect to a comparison between British ships and the vessels of other Northern powers?—I cannot speak from experience, but I am of opinion, that British ships generally can sail cheaper than those of any other nation, except that the ship materials of British ships are taxed so much higher; for the duty on the materials for ship-building is about one hundred per cent. of the cost; that is a ground why the ships of other nations may in some cases compete with the English.

Do you conceive that any remission of duties upon the import of timber from the Northern ports, would have the effect of at all materially diminishing the cost of British built and freight?—Very considerably.

Can you state what portion of the timber used in building British vessels is composed of timber from the Northern ports?—I cannot state the exact proportion, but that it used to be very considerable in what are called North country-built ships, namely, Sunderland, Newcastle, Whitby, and so on.

Do you conceive that it is less now than it was formerly, in consequence of the increase of duties which has taken place of late years?—I conceive that the use of Prussian timber for ship-building has decreased, and that if the duty was lowered the consumption would increase considerably: I have heard it even asserted, that if there were no duties upon the ship materials imported from abroad, English ship-builders could build ships even for exportation, even to sell them to other countries; that they would show the same superiority of skill in that branch of manufacture that our manufacturers do in every other.

Can you state in what manner the bills drawn for payments for timber imported into this country from the Northern ports are principally liquidated?—They are principally purchased by the foreign importers of English colonial produce and manufactures, to pay for such colonial produce and manufactures.

Can you state, from any experience of your own, whether, besides the amount of British manufactures which is imported directly into the Northern ports, any considerable portion finds its way into the consumption of the Northern States by means of the German fairs?—I know that the amount is very considerable, particularly of manufactured goods, which are carried by the way of Hamburgh to Leipsic, and from the Leipsic fair, where they are purchased by Russian and Polish merchants; they are taken to the confines of Hungary, even to the southern provinces of Russia; but one of the principal places to which they are taken is Brody, a place which is the pivot from whence manufactures formerly were smuggled into Russia, Austria, Silesia

Silesia and the surrounding countries; but since the 18th of May 1818, the importation of all kinds of British manufactures is permitted into Prussia at a low duty, particularly upon the finer kinds of manufactures, and such manufactures are brought direct to Berlin. When I knew Berlin first, no kinds of English manufacture were permitted to be imported, and we could hardly find any thing of English manufacture in the shops; but at the present there are shops where we may have almost any thing of English manufacture, whether of Birmingham, Sheffield or Manchester, but the exact amount in value I cannot state; I am convinced that it is very considerable.

Are you of opinion that a considerable increase in the consumption of British manufactures in the Northern countries would take place, were circumstances to lead to an increased importation of timber from the Northern ports?—I am convinced that that part of the Continent owes a considerable sum of money at this present moment to England for manufactured goods and colonial produce already received; and that it is difficult to find returns to this country to pay for it.

You mean then, that in the first instance an increased importation of timber from the Northern ports would facilitate the payment of debts due to this country?—Yes; and the next consequence would be an increase of our exportation to the Continent.

Can you state, from your experience of Prussian commerce, whether any quantity of Prussian manufactures is exported to the Asiatic countries through the Russian dominions?—I have always heard that there had been a considerable quantity exported, but that there have been periods when, from political and other causes, the export has not been considerable.

Of what description were those commodities chiefly?—The description I have referred to were of the coarse woollen manufacture.

Can you state whether, at this moment, such goods are subject to any duty in their passage through the Russian dominions?—I know it has been the subject of negotiation between the two governments, the Russian and the Prussian, but I cannot speak certainly to the present state of the trade; I believe that the Russian government has facilitated it.

Do you know the difference in the transit duty through Russia, between Prussian and British cloths?—I am not acquainted with that.

You have mentioned that the ship-building, and particularly the building of the Northern ports, would be affected by an increased import of timber from the Baltic; what proportion of those ships do you conceive are constructed of fir or any other timber imported from the north of Europe?—I conceive that foreign ship-timber has been used in almost every ship built in the Northern ports; the proportion I cannot speak to exactly.

What parts of such ships are usually constructed of foreign timber?—The oak plank used in the ship, and the fir plank used for her decks.

Of what species is the timber chiefly imported from Prussia?—Principally oak plank, fir timber, fir deals and oak staves are imported in considerable quantity.

Explain what you mean by oak staves?—There are various descriptions of oak staves: what are called pipe staves, brandy staves, and hogshead staves; one of the uses of the pipe staves is for the porter casks, for the porter which is shipped from this country to Prussia.

What are the uses of the other species of staves?—One considerable use is for water casks, for beer barrels, for every description of casks, according to the quality and size, the inferior qualities for flour casks.

You have said, that since the duties were raised upon Baltic timber, the consumption in ship-building in the North was much smaller than formerly; can you state what material has been substituted for the Baltic timber, so formerly used?—I conceive that ship-building generally has decreased, but where a substitute has been used, it has been American.

Have you known American deals used for the decks of any vessels built in the North?—I have not had experience of that.

Do you mean British American?—Yes, British American.

Do you attribute the diminution of British ship-building only to the high duties?—Not solely to that, but it must naturally interfere with the English ship-owners capability of competition in the carrying trade.

Has not the price of Baltic timber fallen considerably since the peace?—Yes it has, and so has the price of shipping.

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Has not the number of vessels employed in the transport service during the war, but since discharged, occasioned a great quantity of British shipping over and above the actual demand?—It certainly has; but we have had some years of peace, giving time for the diminution of that number, for there must in those years of peace have been a number of ships decayed and lost.

Do you know whether oak staves are imported from North America?—Yes, they are.

Do you consider them equal in quality to those that come from the north of Europe?—They are not esteemed so.

Are they applicable to the same purposes?—They have been applied so.

In what respect do you consider them inferior to those that come from the Baltic?—I would rather, with your lordships permission, refer that question to be answered by some merchant in the trade.

Are they not lower in market price?—They can be afforded lower because of the high duty upon the Prussian staves.

What are the other foreign countries from whence staves are imported, exclusive of Sweden, Norway, Russia and Prussia?—The only other place that I know of, is Hamburgh. The staves that are manufactured in Silesia, and some parts of Prussia, are taken by the inland navigation to Hamburgh, and from Hamburgh they are shipped to this country.

Can you state what proportion the duty bears to the value of any of the descriptions of timber?—The present price of fir timber in Memel is about twenty-five shillings a load, and the duty upon that timber is 3 *l.* 8 *s.*; so that it is very nearly three times the value of the timber.

What is the cost of freight and insurance from Memel here, per load?—The freight varies, but about twenty-two shillings per load is or has been the average. The rate of insurance at present, I understand, is fifteen shillings per cent. per hundred pounds; that is, three quarters per cent.

Can you state the rate of insurance per load?—It would be about two-pence to two-pence farthing per load.

The duty on deals, except where they are of one inch and a half in thickness, being the same whether in planks of eight feet long or twenty feet long, what objection would there be to a graduated duty in proportion to the length?—None in the world.

Where do the deals of inferior lengths chiefly come from?—I am not aware that they come exclusively from any part.

Do the British ships which sail to the Baltic for timber usually bring out with them a cargo of produce or manufactures?—They do not; the majority go out in ballast; because one ship loaded with colonial produce and manufactured goods will pay for seventy loaded with timber; of course that must depend upon the size of the ship going out with the manufactures; but there has been an instance of one ship taking out a cargo of that value.

Is not the number of British ships going out with cargoes inconceivably small in proportion to the whole number?—The ships that bring timber from the Baltic to Liverpool, all go back laden principally with salt. I never knew an instance of a ship going in ballast from Liverpool.

They always carry cargoes of salt from Liverpool?—Yes.

Is not much of the timber brought over in colliers, who go for it in ballast?—The greater number of ships that go to the Baltic for timber are colliers who go out in ballast; some few take coals, but very few.

Have you ever passed any time in Sweden?—I was a twelvemonth in Sweden, in the year 1812.

Do you know of any thing in the present state of Sweden which would make it more difficult for us to expect that it would now receive our manufactures and colonial produce than at any other time?—I conceive it is the state of their paper currency. They have a superabundance of paper currency, as they have acted upon the notion, that it was sufficient to give a security to that currency; it is issued upon property mortgaged; any person having property of any kind can get paper currency advanced to him upon the security of that property.

Do you mean that that facility of paper currency has caused them to over-trade for some time past, or is that the feeling of the Swedish government at present?—The superabundance of this paper currency has been the cause of its low price, and the exchange being what is called against Sweden; the Swedish government, however, have

have thought that the exchange being against the country arose from a superabundance of importation, and they have endeavoured to check the consumption of such articles as were imported.

As to the produce of every country as well as that of Great Britain?—Yes.

Do you mean to say, therefore, that it is the policy of the present Swedish government to discourage all importations?—It is.

With respect to the American timber, do you know that the importation of Canadian timber is encouraged very much by the state of the duties?—I know that it is; and not only that, but the importation of United States timber through the medium of Canada; for the governments of Canada did, by an order in council of the year 1815 and 1816, permit the importation of lumber and timber from the United States, duty-free, and not merely timber, but other articles; so that the exportation from the United States into Canada, in one year, was above three millions of dollars, not for the consumption of the Canadians, but by the means of Canada, to avoid the double duty which was laid on such produce if imported direct from the United States.

Is not our duty, therefore, so far a bounty upon the importation of United States timber in preference to that of the Baltic States?—Certainly.

Does it operate so at this moment?—It does.

Do not you understand that the Canadian timber is much inferior in quality to that of the Baltic?—I have always understood so; but I am of opinion your lordships will receive this information best from the Surveyor of His Majesty's Navy.

Is it not then your opinion, so far as you are acquainted with the subject, that the consumer pays a higher price on account of the duty for an inferior article?—Undoubtedly.

Can timber of the same size be imported from the Baltic as from America?—Yes.

By what measure are the long Prussian and Russian deals sold?—They are generally sold by the piece, of a certain measure.

Is there not a measure called the Petersburgh standard hundred?—Yes.

Are they frequently sold by that measure?—Deals under twenty feet are so.

Are the shorter deals sold by that measure?—All deals under twenty feet.

That is a cubic measure, is it not?—It amounts to the same; it is a fixed measure.

You have stated that a considerable quantity of timber has been imported into this country from the United States of America through Canada; does not that importation afford to the people of the United States of America considerable facilities in paying their debts for British manufactures?—The same as the import from Prussia affords to Prussians a means of paying the debts they owe us for the manufactures they take from us.

From what part of the United States is that timber supposed to come, which is said to be imported through Canada?—I cannot exactly state.

Does it come from the countries bordering on the Lakes?—Certainly; part of it does.

And upon the rivers that fall into the St. Lawrence?—Some of it comes along the coast.

Does the larger quantity come along the coast, or from the countries on the Lakes?—I have not had the means of ascertaining.

Are you of opinion, that the importation of timber of the United States, through Canada, has taken place chiefly since the encouragement afforded by the increased duties imposed upon timber from the North, or that it always took place in the same proportion?—I am of opinion that it took place since the high duties upon foreign timber; and that it has been increased by the permission granted in the orders of council, which I stated before, of the years 1815 and 1816.

You have stated that the Canada timber is inferior to the Baltic timber; can you say whether there is any difference as to the age of the timber at the time of felling?—I am not aware of that; timber is felled at different periods of its growth in all countries.

What sale could the subjects of the United States find for their timber in the countries bordering on the Lakes and the St. Lawrence, if they were not able to export it to this country through Canada?—It would certainly check their means of exporting; they would be confined to the West India colonies of other powers, and to the countries of the Mediterranean and Portugal.

*Edward Solly,
Esq.*

What is the average price at present in this country of a load of timber, which you have represented as selling in Memel for twenty-five shillings?—At present it varies from 5*l.* 10*s.* to 6*l.* according to the quality; but if I may be permitted to mention, that from the depressed state of the export trade of Prussia, the Polish merchants, who have been in the custom of bringing the produce of Poland to the ports of Prussia, both timber and corn, have been at the brink of ruin, and a great number of them became bankrupts last year, and a greater number would have become so, had not the Prussian government stepped in to assist them with a loan of money.

Do you mean to state that timber is now imported at a loss?—At a loss to the Polish merchant, not to the British merchant so much as to the Polish merchant; there will be variations in the trade, by which at times money is gained, and at times money is lost, as in every other; I state that to account for its being supposed that money is lost at this present moment.

When you stated twenty-five shillings to be the price of timber at Memel, did you refer to prime timber, or an average?—I meant what is called good middling timber.

At the present market prices in England, is the importation of timber from the Baltic a gaining or a losing trade?—It is not a very profitable one.

Would the subjects of the United States be able to export to other countries the same species of timber that they exported to this country through Canada?—Not every species, and not in the same form; that is, that the tree might be converted into other dimensions suited to the other markets.

Do you mean that they would be able to export timber in its heaviest form, with the same facility as through Canada?—I should think not; but timber is imported to this country more in its unmanufactured state, more in the tree; whereas to other countries it is exported more in a manufactured state, fit for immediate use, as it is the policy of this country to encourage the article in its raw state, that we may have the benefit of manufacturing it ourselves here.

What sale would the subjects of the United States find for their timber growing on the borders of the Lakes, and near the St. Lawrence, if they were not permitted to transport it through the medium of the waters flowing through the British colonies?—I am not aware what facilities they would have in transporting it to rivers that flow down to their own ports; I have not in my mind sufficiently the nature of the country.

Is not the clearing, the cultivation and the colonization of the countries belonging to the United States near the Lakes and the St. Lawrence, very much facilitated by their power of transporting their timber through Canada to this country?—I should conceive it was, as far as that was the object.

Have you ever been in the north part of the United States yourself?—I never have.

You cannot say whether the timber is floated across the Lake Champlain and down the river St. Lawrence?—I cannot speak to that.

Does the best Prussian timber grow upon the rivers that flow into the Baltic, or those that flow into the Black Sea?—It grows upon the rivers that flow into the Baltic, particularly the River Bug and Vistula.

You have stated that timber and some other articles are imported duty-free from North America into Canada; state what those articles are?—From the information I have, grain is one of the articles; and as I observed, the importation of grain from Canada is at present permitted duty-free; it has struck me, as a subject of importance, whether grain really does go from the United States to Canada duty-free at this present moment, and can from thence be imported to this country: it is a question I cannot answer myself.

Is there any other article?—The information I have, says, “&c.”

[The Witness is directed to withdraw.]

George Cowie, Esquire,

Is then called in; and Examined as follows:

*George Cowie,
Esq.*

WHAT business have you been principally engaged in?—A Swedish merchant.

During what period?—For twenty-nine years.

Has it been particularly in the timber trade, or in trade generally, that you have been engaged?—Trade generally.

State

State to the Committee what fluctuations you have observed in the trade between Sweden and this country during that period, and more particularly with reference to the trade in timber?—The fluctuations I have observed, are, that the exports to Sweden have very much diminished, in consequence of the heavy duties rendering the import of timber and deals from Sweden unprofitable to the Swedes, which prevented them from ordering goods in return in a great measure.

Has the timber, during the period you have been conversant with the trade, been principally imported in vessels of British or of Swedish built?—Principally in vessels of Swedish built.

Has that been owing to the greater cheapness of Swedish freight?—Not altogether; but chiefly to there being a higher duty in Sweden on the export of timber and deals coming by a British ship from Sweden than in one of their own vessels, and partly because most of the exporters of timber and deals in Sweden are also ship-owners.

Supposing no such duty existed, which freight do you imagine would, under all circumstances, be the cheapest?—I cannot answer that question with precision.

Do you think there would be a material and decisive difference in favour of one or the other?—Not very material.

In what mode were the bills drawn for the payment of British timber imported into this country from Sweden chiefly liquidated?—The bills for the timber and deals shipped to this country are commonly drawn at seventy-five or ninety days date; but Sweden has always more bills to remit than to draw upon England, because the balance of trade between the two countries is considerably against Sweden.

Do a considerable number of vessels that import timber from Sweden return in ballast?—They either return in ballast, or else they go to the south of Europe for salt, or in quest of a freight, and some of the ships return from hence with cargoes of British and Colonial produce.

Are you of opinion that if the consumption of Swedish timber was greatly increased in this country by a remission of duty, or any other circumstance, the consumption of English manufactures in Sweden would be increased?—In answer to that, I would observe, that English manufactures are generally prohibited into Sweden at this moment, and therefore I cannot say they would be increased. There are certain species of manufacture that are admissible, but not generally, and of such the consumption in Sweden would no doubt be increased by a remission of the duty on timber.

Did you not understand that prohibition to have been partly, if not principally, occasioned by the increased duties upon the importation of timber in this country?—I believe they were partly so occasioned.

Have you any opportunity of knowing to what degree the consumption of English manufactures in Sweden would be carried, were they subject neither to prohibition, nor to any considerable amount of duty?—No, I have not.

There are considerable debts now due from Sweden to this country, are there not?—There are.

Would not an increased importation of timber from Sweden afford means, which do not now exist, of liquidating those debts?—It certainly would.

Is not Sweden a particularly poor country?—Yes, it is.

Upon what ground do you think there would be any considerable demand for our manufactures, if there were to be a remission of duty?—Because they would have more means of paying for them, if they could sell their goods to advantage.

Have you ever exported porter, rum or cotton yarn to Sweden?—Yes, frequently.

Of late years?—Yes; I am now exporting cotton yarn, and continually export it; rum and porter are now prohibited.

They have been prohibited since the last duty laid on the importation of Swedish timber into this country, have they not?—Yes, they have.

They were prohibited immediately, were they not?—Yes, they were; at least I believe so.

Is not the importation of certain numbers of cotton yarn prohibited of late years?—Certainly; the low numbers, from No. 1 to 25, which they are supposed to be capable of making for themselves.

Did not that prohibition immediately follow the imposition of our last duty on foreign timber?—I rather think it did.

George Cowie,
Esq.

Had the exports of porter, rum and the low numbers of cotton yarn been considerable before that prohibition?—Yes, in proportion to the trade to Sweden generally.

You have stated, that the high duties have diminished the importation of timber from Sweden, do you mean that they have so done by raising the market price of timber, or by enabling the Canadian merchants to undersell the Swedish?—By enabling the Canadian merchants to undersell the Swedish.

Can you state the comparative qualities of the timber grown in Sweden, and the timber in the other Northern states?—The Swedish timber is reckoned next to the Prussian timber, the best that comes to this market.

What is it as compared with the Norway?—The Norway timber is, I suppose, equally good, but it is generally of smaller dimensions.

Is Sweden a country rapidly increasing in population at all?—No, I rather think it is stationary, or at least that the increase is but inconsiderable.

Do you know what is the cause of the Norway timber being shorter in its sizes than any other timber?—I cannot speak to that, as I am not in the habit of trading to Norway.

You have stated that the Swedish vessels, after having brought their cargo of timber here, were in the habit of going to the southern ports of Europe for cargoes of salt?—Frequently from the port of London.

Why was not it more convenient to them, and why did they not get their salt from hence?—Because to proceed from London to Liverpool for salt would be both tedious and expensive, and by going to the south of Europe they would have the chance of procuring freight, which would be one object, and then they had always a cargo of salt as the dernier resort.

Do you confine what you say now to the port of London?—Yes.

You spoke of a balance due to you from the Swedes; what mode have the Swedes, or have they any mode of paying the balance of trade, comparing the exports to them with their own cargoes of timber?—Not their timber only, but their tar, iron and pitch.

Suppose a balance of trade after that, giving them credit for those articles, have they any means of paying any balance of trade that may be against them?—Yes, they have means of doing so, from their profits in the carrying trade in the south of Europe, and elsewhere, and from the profits of their commerce with other countries.

Is it not very difficult to get such a balance?—It is; and the exchange is excessively unfavourable to Sweden.

Therefore, so far, an increased trade with Sweden would not be very desirable for a merchant to engage in?—I do not clearly understand the proposition.

From the difficulty they have in paying the balance between the English merchants and them, would it be a desirable thing for a British merchant to increase his exports to Sweden?—If he had confidence in his correspondents, he would have no hesitation in doing it, because there are wealthy individuals in Sweden, who can always find the means of remitting.

Then there is no difficulty in getting balances from Sweden, when balances are due from the Swedish merchants?—I only meant to say, that a merchant would have no hesitation in increasing his trade with those individuals in Sweden in whom he had perfect confidence, but that there is a very great difficulty in general, at present, in consequence of the exchange being so unfavourable, every person who trades with Sweden is aware.

The question is intended as a general question, whether it would be a desirable thing for a British merchant to increase his exports generally to Sweden; taking in those persons to whom you allude of great capital, and the other description of merchants, generally speaking, under all the circumstances of the times, would an increased trade between the British merchant and Sweden be desirable or not?—It would be desirable.

Have you any reason to know whether there is, or is not, a disposition at present in the Swedish government to cultivate a fair commercial intercourse with this country?—I believe there is that disposition.

You mentioned that there was a duty placed in Sweden on deals and timber exported in British ships; has there been any alteration of that duty made by the Swedish government, since our duties were imposed?—It has been occasionally relaxed at the request of the Swedish merchants, but no permanent alteration has taken place.

Are

Are you aware whether there is any considerable distress in Norway and Sweden at present?—I believe there is.

George Cowie,
Esq.

To what cause do you principally attribute it?—Partly to the re-action of the peace coming upon them, and depriving them of the carrying trade, and partly to the diminution in price of their commodities in foreign countries, chiefly in England.

Do you consider the high duties laid in England upon the importation of their timber, by preventing the export of that timber from Sweden, to have contributed in any considerable degree to that distress?—I think it has.

May not, therefore, that distress, in a considerable degree occasioned, as you conceive, by the difficulty of exporting to this country that timber, in consequence of the high duty laid in this country on the importation of it, have contributed to make the population of Sweden stationary?—I really cannot take upon myself positively to say that it has had that effect, but I think it not improbable that it has had some influence in that respect.

[The Witness is directed to withdraw.]

John Henry Pelly, Esquire,

Is then called in; and Examined as follows:

WHAT business have you been principally engaged in?—I was originally in the sea line; I commanded a ship in the East India Company's service; since that time I have been engaged in an iron concern, and subsequently in a mercantile house in the Norway line; a house of agency chiefly.

*John Henry Pelly,
Esq.*

How long have you been concerned in the Norway trade?—About four years and a half.

Have you observed any fluctuation during that period, in the trade between Norway and this country?—Very considerable; it has been diminishing, and at present there is little or nothing doing; it is almost in a state of stagnation.

To what do you attribute that diminution having taken place?—The pressure of the duty upon that particular line, the duties being the same upon deals of eight feet in length and eight inches wide, as upon twenty feet and eleven inches wide; and Norway not being enabled to produce very long lengths or wide deals, the duty lies particularly heavy upon them.

Have the Norwegians any other mode of paying for British manufactures than by the export of their timber?—None.

You are of opinion, then, that no consumption of British manufactures can take place in Norway, while the duties are such as to impede the importation of timber from that country?—Certainly not; I can state more particularly the effect of the duty on the Norway trade; the Norway deals generally run short, not exceeding on an average thirteen feet in length, their width from nine to ten inches; many of the Northern countries can import them twenty feet in length and eleven inches wide, under the same duty; of course the duty is nearly double, upon the same quantity of wood from Norway, to that which it is from those countries that produce the long deals: but it is more particularly with respect to the trade from Canada being admitted duty-free, that the pressure is felt upon the Norwegian goods, inasmuch as I conceive deals of an equal quality, or I would say of a better quality, could be fairly imported into this country at the standard twelve feet three inches for 16*l.* per hundred; the deals from Canada nearest in quality are now selling perhaps at six-and-twenty; the difference of freight between the two countries cannot be considered as above 8*l.* per hundred; therefore the duty of 21*l.* 10*s.* 8*d.* is not only a protecting duty to the British ship-owner, which 8*l.* would afford, but it will have the effect of a prohibition from Norway. This same quality of Canada deals was selling last year at perhaps thirty-two or thirty-four, and is only reduced now in consequence of immense importation beyond consumption; but if the Northern ports were altogether prevented from importing by a prohibitory duty, there is no reason why the Canadian merchant should not raise his price beyond the present price of twenty-six upon the consumer; the duty of 20*l.* per hundred giving him in fact a monopoly.

During the time you have been conversant with the trade, has the Norwegian timber been principally imported in vessels British or Norwegian built?—Generally speaking in Norwegian ships, but in peace I think this would not be the case: the Norwegian ships are wearing out fast; and I feel sure, that the British shipping, upon the presumption that they get a freight which pays them from Canada, can sail as cheap if not cheaper than the Norwegian ships, and the Norwegians are

John Henry Pelly,
Esq.

almost invariably selling their ships. I had a commission last year to sell twelve or fourteen Norwegian ships; if I could have effected a sale for them, they would very readily have taken at the rate of 5*l.* a ton, which was very little more than breaking-up price, but it was not to be obtained.

Do you attribute that circumstance particularly to the distress of the country, or to an opinion that Norway freight is dearer than British?—I have stated that the freight is nearly upon a par at present, there is no great difference in the freight; the Norway freight is very much regulated at present by what the British ships will go for, and they do not find it answer; so much so, that the principal part of the ship-owners are disposing of their ships.

Have the ships that have imported timber from Norway generally returned in ballast, or carried back a cargo?—A great many of them in ballast; the article imported being bulky and of small value; so that although they take out a certain quantity of goods, yet they are goods occupying a small tonnage; in fact, the returns in many instances are so small for their cargoes, that it is a mere trifle sometimes that they have to their credit on the consignment; as far as their freight is concerned, they invariably spend half of it in this country. The terms upon which the ships are freighted, are to pay half down in money, and the other half in a bill at four months, and the captain invariably takes up that half freight, and it is expended in this country for different expenses before he goes; and in many instances, the whole of the half freight hardly ever satisfies them: but the exports are not immediately from this port, or altogether through our house of agency; but ships that come to Liverpool frequently take a cargo of salt, and some of the Northern ships load back with coals; a variety of goods are taken by the Norway ships that do not go through our house, but are supplied by other merchants, who go to Norway and deal with the Norwegians, without our intervention as a house of agency, so that the bills only pass through us. In two instances last year I sold cargoes, the gross proceeds of one amounted to 3,636*l.* and the other to 3,620*l.* and the net proceeds were only 92*l.* upon the former, and 87*l.* upon the latter; the rest of the money remained here in charges, duty and commission, &c.; the cargoes had been certainly lying some time on consignment, but that was the result of those two cargoes; therefore from such returns there would not be any very large exportation.

When you state that the returns are small, do you mean small in bulk, or small in value?—The returns small in value; two I have instanced, one at 92*l.* on a sale amounting to 3,636*l.* and 87*l.* on a sale of 3,620*l.*; but generally they are small in value; so much is swallowed up in freight and charges and other expenses, that the return to the shipper is small, but to the consumer the article becomes very dear, inasmuch as I have stated before, the article can be supplied at 16*l.* 10*s.* per hundred, and 38*l.* per hundred is the price that the deal merchant pays in the first instance.

Can you state the comparative quality of Norwegian timber with that of the other Northern states?—The timber from Norway certainly is of the best quality, for the purposes for which it is used (deals,) of any that comes from the Northern states; this is generally admitted.

Not excluding Memel?—No, Memel is a large timber, and running large it is more generally used, and better adapted for the purposes of timber; but as far as deals are concerned, the Norway timber is superior to Memel, or any other.

You have spoken of the price of 16*l.* 10*s.* per hundred; where does that price take place?—I reckon that the prime cost on board the ship is about 10*l.* the hundred, 4*l.* for freight, and 2*l.* 10*s.* for commission and charges in this country, bringing it to 16*l.* 10*s.* exclusive of all duties; the duty being now 21*l.* 10*s.* brings it up to 38*l.* which is the price at which we can now sell it.

Is the taste for British manufactures very prevalent in Norway?—Very prevalent; the better class of people are all clad in English articles, English cloth; and from my correspondent there, I know that the lower classes, when dressed on Sunday, pride themselves on wearing a British coat, if they are enabled so to do.

Is there any limit to that taste, but the limitation of the means of indulging it?—I should think not; when they got a better price for their article, the taste for British articles increased very much.

Do you apply this to furniture as well as to clothing?—Certainly.

What would be the effect of laying the same duty on Canada timber as on the timber

timber of the north of Europe?—If the duty was made equal, it must of consequence naturally prevent the Canada timber being brought home, inasmuch as Canada lying so much further off than the Northern ports, the difference of freight would be an exclusion; but if there was a duty equivalent to that difference, I think there would then be a diminution of the trade, but not altogether an exclusion.

Is the quality different?—Certainly, in some instances very different; that cannot be more strongly evinced, than that the Canadian merchant is selling his red pine deals at this moment at about twenty-one pounds per hundred, and the white spruce, which approach nearer to the quality of the inferior Norway, are now selling at twenty-six, as I stated before; and although the price of importation, I conceive, may be nearly the same for red pine and white spruce deals, he is taking the advantage of that 5*l.* in consequence of the superior quality of the latter over the former article, as the Northern competition is shut out by the high duty.

Ought not the duty to be laid with reference to the quality of the article, as well as with reference to the difference of freight, in order to give them an equal chance in the market?—That would only allow them to bring home to the consumer here an article of an inferior quality, at the same rate as one of a superior quality.

What is the freight of 100 deals from Canada?—I consider the freight at present as about 12*l.*; the freight of a load of timber is about 2*l.* 10*s.* and there are about five loads of timber in 100 twelve feet deals; that would bring it to about 12*l.*

Are the prohibitions and restrictions on the importation of British produce and manufacture into Norway, the same as exist in Sweden?—Norway has always been considered as a distinct kingdom. I believe at present the law is the same, and there has been recently some prohibition in Sweden, but I have never understood they have been acted upon in Norway.

You cannot speak particularly to your own knowledge?—No, I cannot, as we are only agents for the sale; we do not send out goods on our own account.

Do you know any thing of the state of Norway, as it respects distress?—They are in great distress, and the capital the agents have locked up there, and that they cannot get, is very considerable. I think I speak within compass, when I say, that the debt due from the Norwegians to the British merchants here is nearly half a million of money.

What other articles of export has Norway, besides timber?—None, hardly, to this country.

No fish?—No, they export some fish to the Mediterranean.

No lobsters?—There are lobsters caught upon the coast of Norway, but that is very trifling; it is a mere fishing business in a couple of hands.

Which is the principal port of Norway for the export?—Christiana; indeed it is the only port now which can send any deals to this country.

Under the existing regulations of this country, what means have the Norwegians of liquidating that debt of half a million?—None whatever; I look upon it we shall lose the whole of the money, unless some relief is afforded; we have very considerable mortgages upon their landed estates, and upon their woods, and unless we are enabled to bring them home, in some shape or another, the money must be lost.

Do you think they have the means of carrying on any increased trade with us at present?—Not under the present regulations, certainly.

Under any regulations, do you think that the present poverty of Norway would permit them to carry on any increased trade with this country?—If there was a fair opening, so that the duty was not laid as a prohibitory duty altogether, and that the Norwegians could get a very trifle beyond their actual expenses of cutting their timber, whatever that excess was, they would be able out of that to liquidate their debt.

Do you think that, under those circumstances, it would be a reasonable thing for merchants to adventure deeper in that trade, in which there is at present so large a sum out as half a million, and with so bad prospects of recovering it?—Certainly not; but we are obliged, when people are anxious to pay their debt, and under the impression that their deals must sell, to receive them. We have several cargoes bonded already, that will not probably pay freight and duty; of course there

John Henry Pelly,
Esq.

there is little chance of there being any thing for the payment of the debt. The money advanced by different houses upon the goods, has been in fact to keep them from a state of bankruptcy, in hopes of some alteration.

You say there is a bad prospect of payment of this half million due to the British merchants, except from encouragement; to what sort of encouragement did you look when you said that?—An equalization of duty after allowing the British Colonies in America a protecting duty to cover difference of freight, and a regulation of the duty as far as the other Powers on the continent are concerned, by making it a graduating duty.

Then the protecting duty for the American timber is equally disadvantageous to all the ports of the North?—Yes.

But the way of laying the duty is particularly so to the ports of Norway?—Yes; if the duty was laid on a graduated scale as it is in Ireland, eight feet, ten feet, twelve feet, and so on, it would remove that objection; for the Norwegian cannot now ship any eleven, ten, or nine feet deals, and these are consequently excluded from the market, and he is obliged to sacrifice those lengths to get the advantage the duty on eight feet deals gives him; for if a twelve foot deal costs 10*l.* eleven would cost 9*l.* 3*s.* 4*d.*; a ten foot would be 8*l.* 6*s.* 8*d.* and an eight foot 6*l.* 6*s.* 8*d.*; the duty being the same upon the twelve, eleven and ten, the charges upon the twelve foot would be 28*l.* the charges upon the eleven foot would be 27*l.* 9*s.* 2*d.* the charges upon the ten foot would be 26*l.* 14*s.* and the charges upon the eight foot would be 11*l.* 13*s.* 11*d.*; the sale price of the twelve feet would be 38*l.* the sale price of the eleven feet would be 34*l.* 16*s.* 8*d.* the sale price of the ten feet would be 30*l.* 8*s.* and upon the eight feet 19*l.*; the consequence would be, that the twelve feet would produce 10*l.* which cost 10*l.* the eleven feet would produce 7*l.* 1*s.* 6*d.* which cost 9*l.* 3*s.* 4*d.* the sale price of the ten feet would be 3*l.* 14*s.* which cost 8*l.* 6*s.* 8*d.* and the sale price of the eight feet would be 8*l.* 6*s.* 1*d.* which cost only 6*l.* 6*s.* 8*d.* so that the sale price upon the eight feet amounts to exactly the prime cost of the ten feet, so that the shipper had better cut off three feet of his deals and burn it at home, and he gets more for the eight feet by the present mode of charging the duty, than he would by sending deals of eleven feet in length.

Have the exporters of timber been induced to avail themselves much of that facility by cutting their lengths shorter?—They have sent a considerably larger quantity of eight feet in consequence, but that I do not consider as availing themselves of it; in fact they are excluded from the elevens and tens altogether, by the mode of laying the duty.

What is the cause of the lengths of Norway timber being shorter than any other; is it not on account of the state of the country, and of the roads, and the difficulty of transporting timber of heavy sizes?—No, the timber is not naturally so large.

Is there any fair reason why the other Northern powers should have a comparative advantage over Norway in the scale of the duties?—I should think not, particularly in lengths; for although the greater distance from England causes an additional freight, yet as they are enabled to cut their deals eleven inches wide, when the Norwegian cannot get them above nine, they have the advantage of one-fifth nearly in the duty, and supposing the duty to be at the rate of 20*l.* for twelve feet, it gives them an advantage of more than 4*l.* which is equivalent to the additional freight for the additional distance.

Do not you conceive the port of London a bad port for Norwegians to come to, from the difficulty of getting a return; is it not a less advantageous port for the Norwegians to come to than Liverpool, and do not they more often go back in ballast from this port than from Liverpool?—As wood is so bulky an article, it is impossible to load back the tonnage in full of the manufactures and of the articles that they would take from this country, therefore it is possible that the ships which go to the ports of exportation, could take back in value sufficient to allow a certain number to go back in ballast, as from Canada they profess to import this year 340,000 tons of timber and deals for the consumption of this country; but a very large proportion of that shipping must go out to Canada in ballast, the value of their shipments of timber and deals can be taken in a very small amount of tonnage.

Salt being a great article, they can have a return cargo in Liverpool, but not here?—I believe salt is carried back from Liverpool; we have bills drawn upon us for the shipments.

Has

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Has not the debt which has accumulated against the British merchants, accumulated since the peace principally?—No, certainly not.

*John Henry Pelly,
Esq.*

When did it begin?—I can hardly speak to that, but when I came into the house four years and a half ago, there was a debt of nearly 100,000 £. due to the house; the amount has not been increased since.

Were you in this trade in the year 1815?—It was at the end of 1815 that I entered into it.

Can you explain why the importation was much larger that year than any other?—Having just entered it, I really cannot explain exactly why it was.

Can you inform the Committee whether it arose from a speculation from this country, or a desire from the Norwegians to discharge the debt due to this country?—Certainly, as far as our house was concerned, not a speculation from this country, but a desire on the part of the Norwegians to discharge their debt, for we are merely a house of agency to sell the consignments sent to us, and do not speculate in the article ourselves.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Tuesday next, twelve o'clock.

Die Martis, 6^o Junij 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of adjournment read.

Thomas Tooke, Esquire,

Is then called in; and Examined as follows:

You are a Russia merchant?—I am.

How long have you been in business as a Russia merchant?—I have been from the time of my first entering a counting-house, about thirty years altogether, in the Russia trade, and have for many years past been partner in and chiefly conducted the house of Stephen Thornton, Brothers & Company.

*Thomas Tooke,
Esq.*

Have you been conversant with the timber trade during that period?—The timber trade is a very subordinate branch of our business, which is that of the importation of the more valuable articles of Russian produce. I have had a general acquaintance with it.

Have the goodness to state the principal articles of Russian produce with the importation of which, into this country, you have been conversant?—Hemp, tallow, flax, linseed, and formerly iron; but iron has nearly ceased to be an article of importation from Russia.

Can you state the comparative quality of the timber produced in and exported from the Russian dominions, with that produced in the other Northern countries?—I am not conversant with the practical part of that branch of business.

Has the trade with which you have been conversant been principally carried on in British or Russian vessels?—Almost exclusively in British vessels.

Has that been the case with the timber trade?—I believe the timber trade between Russia and Great Britain is very generally, if not exclusively, in British ships. After the termination of the war, there remained a few large Archangel ships that were built during the prevalence of high war freights, that for a year or two after the peace continued in that employ, but as it was at a very heavy loss that they were navigated, they have lately disappeared, and I doubt whether there are any at present in existence; I think I may say now, that there is scarcely any Russian ship in the timber trade between the ports of Russia and this country.

Do you attribute this circumstance to the superior cheapness or other advantages of British freight?—The greater cheapness and other advantages with which British ships are navigated.

If owing to a repeal of the existing duties, or any other causes, a greater demand for timber the produce of the Russian dominions was to take place, are you of opinion that that increased supply would also be imported into this country by means of British shipping?—I believe it would be wholly imported in British shipping.

Thomas Tooke,
Esq.

Have you, during your experience of the Russian trade, observed any material variations in that part of it which consists of timber?—As it is a branch of business with which I have not been much conversant as an importer, I cannot speak very positively to those variations; the trade in timber from Russia embraces a considerable number of ports, while I am chiefly connected with one, namely that of Petersburg, and subordinately so with Riga and Archangel; there are likewise very considerable shipments of deals from the ports of Archangel and Onega in the White Sea; in that branch of the wood trade I have no concern whatever; there are likewise considerable shipments, I believe, of deals from Narva and from Wiburg, which are likewise Russian ports; but with those also I have no concern, nor any means of knowing the exact state of the trade.

Can you state what houses are principally engaged in the last description of trade to which you have adverted?—I believe the house that has been most extensively concerned with the importations of timber of different kinds from the Baltic and Archangel of late years, is Mr. John Osborne; either he or Mr. Cochrane: Mr. Cochrane was some years resident in Russia, and therefore may speak more to the detail of the general Russian wood trade than any other person.

Can you state the proportion of British and Foreign vessels that have been engaged in the Baltic trade at different periods?—As illustrative of the increasing number of British ships in the trade between Petersburg and this country, I would state, that in the year 1782, the number of British ships that loaded at St. Petersburg was 220, and of ships of other nations 414; that in the year 1819 the number of British ships was 597, and of Foreign 464; by which it appears that while the foreigners have been nearly stationary, the British have more than doubled.

Can you state what proportion of British and of Foreign vessels have passed the Sound in each successive year, since the year 1782?—I have a note of the number of ships that have passed from 1790 to 1819, distinguishing the British and the Foreign, with the exception of the years from 1807 to 1814, inclusive, when the passage through the Sound was interrupted.

The Witness delivers in a Statement, which is read, and is as follows :

SHIPS passed the Sound since 1790; distinguishing British from others.

	British.	Others.	TOTAL.
1790 - - - -	3,788	5,705	9,493
1793 - - - -	3,478	6,489	9,967
1794 - - - -	3,457	7,068	10,525
1795 - - - -	2,549	5,404	7,953
1796 - - - -	4,455	7,658	12,113
1797 - - - -	2,405	7,318	9,723
1798 - - - -	3,313	6,195	9,508
1799 - - - -	2,599	5,249	7,848
1800 - - - -	3,138	5,916	9,054
1801 - - - -	2,656	6,342	8,998
1802 - - - -	3,957	8,173	12,130
1803 - - - -	4,123	7,508	11,631
1804 - - - -	3,507	7,072	10,579
1805 - - - -	4,316	7,221	11,537
1806 - - - -	2,566	4,574	7,140
1807 - - - -	—	—	—
1808 - - - -	—	—	—
1809 - - - -	—	—	—
1810 - - - -	—	—	—
1811 - - - -	—	—	—
1812 - - - -	—	—	—
1813 - - - -	—	—	—
1814 - - - -	—	—	—
1815 - - - -	2,398	6,417	8,815
1816 - - - -	1,848	7,023	8,871
1817 - - - -	4,172	8,976	13,148
1818 - - - -	5,007	7,489	12,496
1819 - - - -	3,694	6,957	10,651

Referring to the statement you have delivered in of ships that have passed the Sound, do you mean that the number there stated, represents the individual ships; or does it represent the number of times that each ship may have passed the Sound?—It represents the number of times that each ship has passed the Sound.

During the time you have been acquainted with the Russian trade, has the demand for British manufactures in the Russian dominions experienced any considerable variation?—I should say a progressive increase, and a very great increase; a great number of articles, which were totally prohibited a few years ago, were admitted by a fresh tariff in 1816, and by a further alteration of the duties in 1820, many more, which were previously prohibited, have been admitted at varying duties. I beg leave to present to the Committee the tariff of 1816, and the tariff of 1820, which will show that, by the most recent regulations, a great variety of articles, which were previously totally prohibited, are admitted under duties that more or less admit of their importation.

[The Witness delivers in the Russian tariffs of 1816 and 1820.]

Are you of opinion that the demand for British manufactures in the Russian dominions would increase much further under favourable circumstances for commerce between the two countries?—I am of opinion, that the demand for the productions of the Colonies, and the manufactures of Great Britain, admit of an almost indefinite increase; the wants of the Russians being particularly calculated for such consumption, and they having a particular disposition, generally speaking, throughout the trading population, to an intercourse with this country.

Can you state whether, independently of the manufactures introduced into the Russian dominions from the Baltic, British manufactures have been introduced to a considerable extent through Germany into Russia?—I should consider that a great number must have been introduced indirectly through Germany; at the same time it is possible that the Germans may transmit articles of their own manufacture to Russia, substituting ours for their own purposes: and as illustrative of the mode in which the productions of Russia are paid for directly or indirectly in manufactures of this country, I have brought a couple of bills on my house, which, by the indorsements through some of the towns of Germany, into the hands of manufacturers in this country, will show the mode in which those are paid for.

[The Witness produces the same for the inspection of their Lordships.]

Be so good as to take one of those bills into your hands, and trace the residence of the various persons whose names appear upon it?—The bill is drawn from Riga, on my firm of Stephen Thornton, Brothers & Company, and is successively indorsed at Königsberg, Berlin, Leipsic, into the hands of an exporter of British manufactures from this country: I have occasionally known bills upon my house pass through Venice, Trieste and Constantinople, before they have been finally discharged in this country.

Ultimately they have passed into the hands of the British manufacturer?—Ultimately, in all probability.

On what degree, in your opinion, has the Russian trade been affected by the successively increased duties upon the importation of timber from the Baltic into this country?—I have no doubt that the operation of those duties has been, upon the whole, prejudicial to the general trade of Russia, although speaking of Russia as forming one of the sources of the timber trade, I should say, that timber does not form so large a proportion of the exportable produce of Russia, as it does of some of the other Northern powers; the productions, that is, the exportations of Russia, and her importations are on a very large scale; they may be estimated as varying from eight to ten millions sterling each, of which a very large proportion is in the intercourse with this country.

When you speak of an exporter of British manufacture, into whose hands the bill of which you have spoken in your former answer ultimately came, is that exporter a British subject residing in England?—A British subject residing here, and keeping a large warehouse for British cotton goods; I believe there are very few trades that employ so large a proportion of British capital.

Is there any Russian capital employed in the export of British manufacture?—I believe there is a good deal of Russian capital employed in the purchase in Russia of the manufactures of this country.

Thomas Tooke,
Esq.

Is there any exportation of British manufactures, which export is conducted to Russia by means of Russian capital?—I believe there is some, but I should say, in general terms, not a large proportion.

Can you give the Committee any information as to the price at which the consumer in Russia would obtain British manufactures according to the circuitous mode you have described, as compared with the direct intercourse with Russia?—The circuitous mode of payment, I conceive, applies only to such parts of the amount of the Russian exports as is not balanced by the direct exportation of British produce or manufactures into Russia; I believe that the amount of their exports of raw produce may in some cases, though I am not aware of the precise extent, exceed what she receives directly from this country, and it is only in that way that the circuitous payment to which I have alluded is made. The whole extent of the meaning of my former answer is, that all the importation from Russia is paid for directly, or eventually, by the exportation of British manufactures or Colonial produce.

When you state the amount of the Russian exports and imports to vary between eight and ten millions each way, you include, of course, from the Black Sea, as well as those from the Baltic?—I do.

Can you particularize the principal objects of Colonial produce or of British manufacture for which there has existed a demand in the Russian dominions for the last twenty or thirty years?—I have some lists stating some of the principal articles of importation into St. Petersburg from the year 1783, with a few intervals, of which the lists are wanting; they do not distinguish the proportion of articles from Great Britain, but the principal heads will point out that they are chiefly from this country.

The Witness delivers in the same, which are read, and are as follow:

Goods imported at St. Petersburg, in the following years, according to the Custom-House Books.

	Refined Sugar.	Melis.	Lumps.	Coffee.	Indigo.	Cochineal.	Calicoes.	Orlean Anatto.	Pepper.	Alum.	Lead.	Logwood.
	Poods.	Poods.	Poods.	Poods.	Poods.	Poods.	Arsheens.	Poods.	Poods.	Poods.	Poods.	Poods.
1783	54,372	14,452	1,430	26,596	5,616	1,237	112,147	612	7,825	34,712	70,403	29,000
1784	82,200	21,177	7,687	16,200	5,360	2,663	1,141,295	213	1,214	13,778	69,304	39,300
1785	77,900	49,724	16,997	36,500	2,336	1,474	448,479	624	4,005	6,376	27,255	30,200
1786	84,300	15,586	7,159	24,490	4,533	2,536	795,008	1,203	7,503	37,308	51,255	62,100
1787	93,000	11,802	5,076	51,652	5,714	2,336	1,756,830	5,117	3,275	45,600	46,866	103,000
1788	126,700	9,610	983	47,251	4,594	281	1,365,589	2,851	3,172	32,891	106,558	61,700
1789	90,000	14,801	183	23,630	6,105	745	912,375	725	4,886	52,513	65,820	95,200
1790	137,521	32,220	2,508	40,337	8,301	2,880	2,128,870	1,810	4,601	27,370	90,270	37,500
1791	99,374	18,664	5,964	48,979	6,976	2,263	2,439,107	2,993	8,580	16,078	4,846	38,400
1792	64,834	15,026	39,052	22,596	5,201	1,510	1,686,299	814	2,270	11,069	47,830	110,600
1793	88,000	5,000	18,000	48,000	3,360	554	1,317,000	1,100	3,000	15,000	36,000	25,100
1794	175,000	15,430	19,838	30,933	7,753	1,862	3,104,000	461	7,371	23,000	63,500	37,000
1795	191,658	25,827	20,620	63,400	8,921	2,847	3,720,028	2,016	4,179	46,837	116,502	93,541
1796	215,000	36,000	13,900	39,525	10,287	1,988	3,389,977	608	6,796	38,610	55,472	70,000
1797	118,020	12,915	898	20,554	5,635	819	1,378,339	—	3,022	30,045	36,810	29,471
1798	174,870	59,655	15,897	52,371	9,127	161	1,643,057	972	12,645	25,561	66,936	24,510
1799	154,817	79,020	10,752	11,064	8,303	1,097	2,218,459	251	1,776	30,411	87,296	65,598

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IMPORTS to St. Petersburg, in the following years.

	Refined Sugar.	Melis.	Lumps.	Raw.	Coffee.	Indigo.	Cochineal.	Calicoes.	Orleans.	Oil.	Velvets.	Pepper.	Alum.	Lead.	Logwood.
	Poods.	Poods.	Poods.	Poods.	Poods.	Poods.	Poods.	Arsheens.	Poods.			Poods.			
1800	124,281	51,229	9,232	14,505	43,063	7,432	1,774	3,589,309	1,468	21,457	149,000	4,792	39,978	17,527	70,381
1801	273,916	122,914	25,519	-	52,741	10,385	1,735	-	2,195	-	-	10,225	65,559	81,066	102,336
1802	239,545	103,535	25,420	24,492	56,927	12,904	1,570	4,442,479	1,944	38,874	270,226	7,214	18,765	57,135	67,882
1803	239,295	126,675	49,358	-	39,369	6,591	1,443	-	1,118	-	-	8,886	72,092	107,257	83,743
1804	258,852	143,373	34,286	50,826	45,090	6,292	1,247	-	1,361	-	-	6,424	12,690	50,128	65,360
1805	194,437	150,868	39,233	39,692	57,719	10,700	862	32,612	1,054	-	69,163	9,470	19,504	80,348	92,199
1806	108,343	124,522	26,259	79,800	36,387	10,298	1,414	97,277	1,290	-	-	5,731	62,418	96,207	108,689
1807	War, or interrupted intercourse between Great Britain and Russia.														
1808															
1809															
1810															
1811															
1812															
1813															

	SUGAR.		Coffee.	Indigo.	Cochineal.	Calicoes. Cotton Manufactures.	Oil.	Pepper.	Lead.
	Refined.	Raw.							
	Poods.	Poods.							
1814	-	432,196	19,953	13,572	906	754,210	76,154	2,184	35,018
1815	-	350,916	21,796	7,986	778	15,385	8,188	20,180	72,532
1816	84,355	383,390	74,715	21,071	1,688	1,218,624	12,445	7,957	76,977
1817	125,805	438,485	73,958	18,927	1,086	7,182,604	21,849	13,820	85,490
1818	105,346	569,100	48,449	16,810	1,331	12,952,487	70,729	13,405	63,029
1819	68,877	495,375	79,921	13,167	652	6,957,180	17,798	5,512	106,109

Is Russia supplied chiefly by British colonial produce, or by the colonial produce of other nations?—Chiefly by British colonial produce; but there appears a probability, that in consequence of a recent regulation by which crushed sugars, usually known by the name of crushed lumps, are subjected to as high a duty as refined, while the clayed sugars from the Havannah, and from the West Indies and the Brazils, are admitted at a reduced duty as raw sugars, the importations from the latter will be increased.

Can you state the proportion of the tonnage referred to in the statements you have given to the Committee, employed in the timber trade, as distinguished from other merchandize?—I cannot from any papers that I have at present with me, but I believe that the deal trade under the present regulations is rather declining, as it has for some time past been conducted at a loss.

Is it a very small proportion?—I should say that it forms a subordinate proportion to the whole exports from St. Petersburg.

No inference, therefore, can be drawn from the statements you have given, and the variation in the tonnage of British vessels employed in the trade generally, as to the state of the timber trade particularly?—I should presume that it cannot, because the variations of demand for other articles of Russia produce may very much outweigh the fluctuations of demand for wood.

The deals imported from Russia are chiefly of the greater length, are they not?—Yes.

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Thomas Tooke,
Esq.

The duties then upon the deals imported from the Baltic cannot operate so detrimentally upon the Russia deals, as compared with the deals from the North American Colonies, as they do upon the deals from Sweden and Norway that are of shorter lengths?—I should apprehend that the duties in question do operate more prejudicially to the deals from Sweden and Norway, than to those from Russia.

Can you state, from your acquaintance with Russia, what degree of success has attended the efforts of the government to promote the domestic manufactures of the country, and of what they principally consist?—I cannot speak from knowledge, not having been resident there since my youth; but I understand, in general, that their manufactures, excepting of the coarser cloths, have not made any considerable progress.

Is there much cotton twist goes to Russia?—A great deal, but not being very conversant with that branch of the business, I cannot speak in detail beyond any information that may be contained in the lists.

Have not they established a silk manufactory in some part of the Russian dominions?—I am not aware that they have, but it is very possible that they may, as they seem to have strong predilection for favouring manufacturing productions; hitherto, I believe, with very little success, as their situation and habits are best calculated for the exportation of raw produce.

You have stated the principal imports by us from the Russian dominions; have the goodness to state in the same detail our exports to Russia?—The detail I have mentioned comprized the articles in which I am principally concerned as an Importer; at the same time, they do constitute a very large proportion, including corn, of the exportable productions of Russia. The exports from this country to Russia consist of a great variety of articles, more than can be embraced by any detail within my power to give, but many of them may be collected from the papers that I have given in.

Have many of the vessels that have gone for timber to Russia gone out in ballast?—As the productions in Russia are very bulky, whether of timber or other produce, the largest proportion of the vessels go out in ballast; the articles we send are comparatively of small bulk and great value, and therefore occupy but a small proportion of shipping.

Are you sufficiently acquainted with the state of the timber trade, though it is not your principal trade, to know in what relative proportion it is carried on by the different Baltic powers?—I doubt my power of stating it with any thing approaching to accuracy.

Is not the Russian timber trade very small in proportion to that of the other Baltic powers?—It may be small, compared with the others collectively; but I should not consider it small compared with any other single Northern State, though it may probably be somewhat less.

Do not you believe that half the Baltic timber trade is carried on by Prussia alone?—I should not have thought that Prussia had formed so large a proportion.

Do not you believe that Prussia forms a much greater proportion than Russia?—Yes, I should suppose it might; but I beg leave to observe, that the exportation of deals from Archangel and Onega, which do not strictly come within the description of ports of the Baltic, form a large proportion of the exportations of Russia, and would present an increasing source of supply, with sufficient encouragement: and as connected with one of the objects of the inquiry, I should say, that the employment of British shipping, as from the ports of Russia, generally may be stated to be fully equal by length of voyages to that from the colonies of North America, because the ships that go for deals from Archangel and Onega, can perform but one voyage in the season; and the ships for timber and deals from the Russian ports in the Baltic can hardly make more than two voyages in the season; now as to America, I understand, that though they can make but one voyage from Quebec, there are some of the lower ports from which they can make two voyages; so that I should certainly put the employment of British ships in the importation of timber and deals from Russia on a level with those from the colonies of North America.

Have you not stated, that the demand for British articles in the Russian dominions has increased, notwithstanding the present state of the duties?—I believe I set out with saying, that the exportation of timber from Russia formed a very subordinate part of its exportable produce; and therefore, although the demand for timber from Russia has been of late decreasing, yet there are other productions, such

such as tallow and hemp, and linseed and corn, for which of late years the demand has increased, and in point of amount, the excess of demand for those articles very much counterbalances any falling off of the demand for timber; therefore our exportations to Russia might go on increasing, to pay for the increased demand for their more valuable productions, notwithstanding any regulations of the timber trade that should reduce that branch of the exportation from thence.

Then the state of the timber duties has not tended to prevent the increase of our trade with Russia?—It has not been sufficient to outweigh the causes of general increase of the trade, although, as far as it goes, it is a drawback.

You have also said, that you thought the demand for British manufactures would continue to increase in the Russian dominions, on proper measures being taken?—Yes.

Have the goodness to say, what are those measures which you would recommend as inducements to Russia, for the increase of the trade?—A reduction, or a disposition to reduce gradually such duties as are not for the purposes of revenue to this country, but merely protective of some branch of production of this country, or of our colonies, to the exclusion of so much of corresponding or similar production of Russian produce or manufacture.

In speaking of those duties of which you would recommend the reduction, do you apply yourself to the timber duties only, or to others on other commodities, and which?—The timber duties form one of the most important features, by their excess, of a disposition to exclude that description of Russian produce: at the same time there are other duties; such as a duty that is very disproportionate upon pot-ashes from Russia: Russian linens of various kinds formed, some years back, a very large article of exportation from thence to this country; they are now nearly if not quite excluded: iron, which in the year 1781 was imported from Russia to this country, to the extent of about 50,000 tons, and varied between that and 30,000 tons for several years, is now reduced, on an average of the last four or five years, to between three and four thousand tons per annum: one great cause of the diminution was the very heavy duty imposed in this country. In the year 1786, the duty amounted to 2*l.* 16*s.* per ton, and it is now between six and seven pounds, being nearly forty per cent. upon the prime cost; but I believe, likewise, that there are other reasons for the falling off of that particular article, namely, the increased demand for the United States of America, and likewise an extended consumption in Russia.

The reduction of that duty is one of the inducements you would offer to Russia for the increase of the trade?—I should say, the reduction of the present duty would be considered as evincing a disposition to conciliate; at the same time of course, the demand having altered so very much, and the iron mines of this country having been prematurely fostered to an enormous extent of supply, I believe that now, practically speaking, any reduction of duty upon iron would operate in a very slight degree: that branch of trade has prematurely left us, but our mines would by this time, in all probability, from other causes, have become a very large source of supply.

That would be an inducement, but a very slight one, you think?—Very slight.

What would be the inducement which strikes your mind as likely to operate in the greatest degree with Russia to increase her intercourse with us?—There is a very heavy duty upon hemp, amounting to upwards of thirty per cent. upon the prime cost: I believe that that has been laid on successively as a source of revenue, and although that has at different times been considered as detrimental to the export trade of that article, yet I believe that the imposition of the duty has been at such periods as had satisfied the Russian government of the necessity for it; but I can only say in general terms, that a disposition to reduce the duties, wherever it may be practicable, consistently with the revenue which the government is under the necessity of raising, would prove that we are disposed to cultivate an interchange of such productions as we were best calculated to supply each other with, without attempting to force our own productions, or those of our colonies, to the exclusion of any portion of theirs.

Do you not think that the reduction of the duty, only taking away the high duty on the timber, would be any great inducement to Russia, to increase her dealings with us?—I am inclined to think that those duties have been amongst the most obnoxious (being the most exorbitant of any) to the Russian government, and therefore that the reduction of them would be a stronger proof, than perhaps any other, of a disposition to resort to a more liberal principle of commercial policy.

Thomas Tooke,
Esq.

Considering what you have stated of the small proportion of timber imported from Russia, do not you consider that that would be a very small inducement; that that would appear to be merely colourable?—No, I should conceive from all I have ever heard of what has passed on the different discussions, what has transpired as to the dispositions of governments, or as to that of the different individuals at the respective ports, that the timber duties have always been considered as a very prominent feature of our disposition to exclude the productions of other countries, wherever we could encourage any of our own, however inferior. And I firmly believe that the Russian government has been, to a very considerable extent, infected with the same prejudice, and that a great number of the attempts of the Russians to foster their own manufacture, however contrary to their interests, have proceeded upon the example, independent of any hostile feeling, of this country: therefore, any reduction of our duties would not only, in my opinion, go to remove any idea of a disposition on our part to exclude their productions, but would prove, as far as any alteration could prove it, that we are no longer anxious to uphold that system of protective duties to the exclusion of the productions of other countries.

The taking away any protecting duty would have that effect?—Yes.

Certainly taking off any high protecting duty would soften the principle so far in the eyes of the Russian government; but could it be done in any case that would operate so slightly in reality as the taking off the duty on timber?—I rather think that the duty on timber, as it is connected with a considerable extent of surface and production in Russia, has considerable importance attached to it, independently of the mere pecuniary value in amount; and that the per centage of duty is so out of all proportion to that upon any other articles, that these considerations combined, seem more than to compensate the comparative smallness of the amount of that particular branch of the Russian exportable articles.

Notwithstanding the present state of our duty, notwithstanding the feeling which that increase has produced upon the mind of the Russian government, you have stated that it has not prevented the increase of the exports of our manufactures, which continue to increase still?—It has not prevented it, although I am distinctly of opinion it has diminished the amount.

Might not the increased demand for timber and deals from Russia, if the duties were to be taken off, increase the proportion of that branch of trade considerably to the other branches?—It would, doubtless, have that effect.

Can you inform the Committee what is the proportional value of Russian timber and deals, as compared with corresponding articles of equal bulk from Canada?—I have not any means of giving an answer, even approaching to accuracy, on that point.

In the present state of the Russian trade, and under the present duties, do you think that an increased import of Russian timber could be paid for directly by an increased export of British manufactures to Russia?—I think any increase of demand for Russian produce would have a tendency to increase the exportation of British manufactures.

[The Witness is directed to withdraw.]

The Committee is adjourned during pleasure.

After some time, the Committee is resumed.

The last Witness delivers in to the Committee the following Statements, which are read, and are as follow:

“ Mr. Tooke observes, that the lists which he delivered in of some of the principal imports into St. Petersburg were, from the haste with which they were collected, in many respects imperfect, and do not convey such full information, in answer to the questions to which they relate, as he could have wished. To supply this deficiency he now takes the liberty of laying before their lordships a printed list of all the articles, and their respective quantities, which have passed the Custom-house into St. Petersburg in 1818 and 1819. He likewise incloses a list of all the articles exported from thence in the corresponding period. He ventures to avail himself of this opportunity further to observe, that in stating the annual exports and imports of the Russian empire at from eight to ten millions each, he meant to refer in general terms to an average amount of some years past; but in 1817 and 1818, the amount was considerably larger, in consequence of extensive shipments of corn.

“ As

“ As a view of the extent of the commerce of the Russian empire may be considered to have some relation to the general object of their lordships inquiry, the accompanying statement of the whole amount of its external trade, and of the duties thereon, in the years 1816 and 1817, may not be unacceptable. Mr. Tooke has not been able to obtain a similar statement for 1818 and 1819, but he has reason to believe that 1818 at least equalled, and probably exceeded 1817 in amount, and that 1819 has fallen short of both.”

General List of IMPORTS in St. Petersburg, according to the
specified Weight and Measure.

	1818.	1819.		1818.	1819.
Almonds, sweet - - - pd.	8,596	11,509	Cloves - - - pd.	1,226	1,044
— bitter - - - —	1,048	175	— Bark - - - —	—	25
— in the shell - - —	—	90	Cobalt - - - lb.	515	52
Aloes - - - —	601	455	Cochineal - - - pd.	1,331	652
Alum - - - —	50,367	55,233	Cod Fish - - - —	207	621
Amethysts - - - ps.	—	134	Coffee - - - —	48,449	79,921
Amber gris - - - oz.	55	45	Coral - - - lb.	44	187
— yellow Salt - - lb.	—	20	Cork Wood - - - pd.	10,092	2,486
— Oil - - - —	—	7	Corks - - - bal.	739	537
Anchovies - - - pd.	395	321	Cotton Wool - - - pd.	24,600	34,136
Antimony - - - —	590	835	— Twist - - - —	157,431	115,865
Apples and Pears - - bar.	5,189	10,269	— Lace - - - ars.	—	4,462
Argol - - - pd.	194	2,292	— Coverlets - - ps.	5,827	1,683
Arsenic - - - —	824	678	— Stockings - - doz.	12,727	11,452
Assafœtida - - - —	10	35	— manufactured, as Cali-		
Badiane - - - —	176	691	— coes, Cambrics, Vel-		
Balsam, Copaiva - - lb.	4,040	1,410	— veteens, Muslins, &c.		
— of Peru - - - —	1,360	720	&c. - - - ars.	12,952,487	6,957,180
— Mecca - - - —	10	7	Colours, various, as Woad,		
— Tolu - - - —	—	1,554	&c. - - - pd.	1,097	1,381
— Nutmegs - - - —	—	369	Cowries - - - —	17	146
— Canada - - - —	—	289	Cream of Tartar - - —	504	1,604
Barley, Pearl - - - pd.	988	1,170	Crucibles - - - ps.	23,880	24,369
Bay Leaves - - - —	449	245	Cubebs - - - pd.	6	25
— Berries - - - —	120	36	Currants - - - —	—	129
Beads of Mother of Pearls -	—	7	Dragons Blood - - —	16	10
Biser - - - —	4	3	Dutch Pink - - - —	858	584
Bleaching Powder - - —	33	17	Earthenware - - - hd. & crt.	4,886	3,664
Blood Stones - - - —	63	33	Elephants Teeth - - pd.	4	38
Borax - - - —	480	1,079	Emery - - - —	1,012	130
Brilliant - - - ps.	—	227	Figs - - - —	1,624	3,770
Brimstone, raw & ref. - pd.	1,021	14,953	Fortepianos - - - ps.	48	47
— Flowers - - - —	10	979	Frankfort Black - - pd.	54	60
Brownred - - - —	4,261	2,426	Fruits in Brandy, Vinegar		
Bulbs - - - chests	55	52	and Sugar - - - glass	1,540	8,750
Burgundy Pitch - - - pd.	30	42	Galangal - - - pd.	4,141	1,808
Cacao - - - —	276	729	Gall Nuts - - - —	669	354
Camphire - - - —	1,618	731	Garden Seeds, sundry - —	1,677	723
Cane, Span - - - ps.	1,996	3,124	Ginger - - - —	5,331	11,174
— Reed - - - bundl.	—	1,739	— in Sugar - - - —	31	21
Capers - - - pd.	156	255	Gloves, Leather - - - doz.	23,471	5,412
Cardamoms - - - —	80	151	Gold and Silver in Leaves, book	11,185	7,206
Carmin - - - oz.	250	250	Grindstones - - - ps.	10,357	5,855
Cornelian Stone - - - ps.	—	5,750	Gum Benjamin - - - pd.	730	327
Cascarilla - - - pd.	—	130	— Senegal - - - —	5,821	3,095
Castoreum - - - lb.	—	30	— Storax - - - —	2	6
Cement - - - pd.	—	15,150	— Sandarac - - - —	323	61
Chalk - - - —	6,725	10,819	— Guttæ - - - —	25	61
— red - - - —	629	22	— Myrrh - - - —	—	21
Cheese - - - —	6,713	4,870	— Copal - - - —	211	142
Chesnuds - - - —	—	158	— Elastic - - - —	35	6
Cider - - - bottl.	—	1,152	— Elemi - - - —	41	18
Cinnabar - - - pd.	137	23	— Tragacanth - - —	13	5
Cinnamon & Cassia Ligneæ -	243	329	Gun Flints - - - ps.	177,000	100,500
— Flowers - - - —	32	18	Hartshorn - - - pd.	25	27
Cloth Cards, Iron - - ps.	1,898	596	Herrings - - - bar.	39,890	33,718
— Teasels - - - —	510,600	2,030,000	— smoked - - - —	—	62
— Shears - - - —	140	342	Hops - - - pd.	40	37
Clocks, Table - - - —	140	29			
— Wooden - - - —	4,906	6,796			

34 MINUTES OF EVIDENCE (before Committee of Lords) ON FOREIGN

	1818.	1819.		1818.	1819.
Incense - - - - - <i>pd.</i>	1,246	921	Root Columbo - - - - - <i>pd.</i>	4	41
India Berries - - - - -	160	16	— Jalap - - - - -	42	254
Indigo - - - - -	16,810	13,167	— Orris - - - - -	82	167
Ipecacuanha - - - - -	36	58	— Peruvian - - - - -	143	380
Instruments, Iron - - - - -	13,216	12,588	— Poligale - - - - -	—	11
Iron from Sweden - - - - -	—	1,016	— Seneca - - - - -	—	10
— in Sheets from Engl. - - - - -	—	630	— Snake - - - - -	55	134
Knives, Forks, Penknives, Scissars, Razors, &c. - <i>doz.</i>	45,553	37,911	Sachar Saturni - - - - -	2,777	9,260
Lamp Black - - - - - <i>pd.</i>	55	87	Safflower - - - - -	1,725	702
Lavender Flowers - - - - -	259	40	Saffron - - - - - <i>lb.</i>	1,280	1,427
Lead in Pigs - - - - -	63,029	106,109	Sago - - - - - <i>pd.</i>	703	2,055
— in Sheets - - - - -	1,984	7,970	Sal Ammoniac - - - - -	2,337	3,593
— in Leaves - - - - -	50	348	Salt - - - - -	503,963	490,747
— Pencils - - - - - <i>doz.</i>	29,755	27,386	Saltpetre - - - - - <i>pd.</i>	6	42
Lemons and Oranges - <i>box</i>	20,933	41,128	Sarsaparilla - - - - -	3,960	2,190
— Juice - - - - - <i>pip.</i>	80	85	Scythes - - - - - <i>ps.</i>	67,550	10,613
Liquorice Juice - - - - - <i>pd.</i>	—	91	Shellac - - - - - <i>pd.</i>	2,274	2,401
Litharge - - - - -	3,891	28	Sheeps Wool - - - - -	—	105
Mace - - - - -	9	12	Shumac - - - - -	2,825	7,097
Madder - - - - -	58,790	28,250	Sickles - - - - - <i>doz.</i>	13,772	11,749
Magnus - - - - -	2,884	9,621	Silks, manufactured, as Atlas, Levantine, } <i>ars.</i> 1,148,840 705,890 Velvet, Serge, &c. }		
Manna - - - - -	—	16	— Stockings - - - - - <i>doz.</i>	2,107	1,169
Mill Stones - - - - - <i>ps.</i>	177	525	— raw & spun - - - - - <i>pd.</i>	285	185
Minium - - - - - <i>pd.</i>	883	3,392	Silver - - - - - <i>lb.</i>	303,891	2,500
Molybdena - - - - -	752	422	Skins, Bear - - - - - <i>ps.</i>	2,188	1,599
Musk - - - - - <i>lb.</i>	37	82	— Beaver - - - - -	5,289	4,599
Mustard Seed - - - - - <i>pd.</i>	300	516	— Cony - - - - -	—	5,200
Nanqueens - - - - - <i>ps.</i>	12,903	12,583	— Fitchat - - - - -	1,718	200
Naples Yellow - - - - - <i>pd.</i>	12	164	— Fox - - - - -	5,957	2,222
Needles - - - - - <i>thous.</i>	28,823	16,996	— Lamb - - - - -	—	2,150
Nuts, all Sorts - - - - - <i>pd.</i>	203	1,710	— Martin - - - - -	162	1,062
Nutmegs - - - - -	39	52	— Musquash - - - - -	19,100	100
Napkins of Cottonw. - <i>doz.</i>	—	82	— Otter - - - - -	9,189	4,236
Ochre - - - - - <i>pd.</i>	335	37	— Raccoon - - - - -	46,862	30,872
Oil, Salad and Ord. - - - - -	70,729	17,798	— Sable - - - - -	—	502
— Bay - - - - -	148	35	— Seal - - - - -	568	120
— Turpentine - - - - -	4,261	2,144	— Wolf - - - - -	—	1,173
— Rape - - - - -	—	216	Slate Boards - - - - -	16,282	20,206
— Scented, all Sorts - <i>lb.</i>	6,943	10,458	Smalts - - - - - <i>pd.</i>	75	116
— of Vitriol - - - - - <i>pd.</i>	536	1,134	Soap, Venet. - - - - -	90	134
Ostrich Feathers - - - - - <i>ps.</i>	3,597	760	Soda - - - - - <i>bott.</i>	2,088	864
Olives - - - - - <i>pd.</i>	203	960	Squills - - - - - <i>pd.</i>	—	53
Oranges, dry - - - - -	117	366	Spelter - - - - -	19,945	23,052
Orange Flowers, dry & salt - - - - -	5	54	Spermaceti - - - - -	43	36
Orchilla - - - - -	—	10	Starch - - - - -	—	40
Orpiment - - - - -	—	38	Steel - - - - -	531	3,076
Oysters - - - - - <i>bar.</i>	388	248	Sublimat - - - - -	7	32
Paper - - - - - <i>reams</i>	734	830	Sugar, raw - - - - -	569,100	405,375
Peel, Lemon - - - - - <i>pd.</i>	19	115	— refined - - - - -	105,346	68,877
— Orange - - - - -	40	132	— Candy - - - - -	274	2,075
Pepper - - - - -	13,405	5,512	Table Cloths, Cotton - <i>ps.</i>	—	54
Peruvian Bark - - - - -	351	426	Tamarinds - - - - - <i>pd.</i>	236	871
— Essence of, <i>bot.</i>	494	200	Terra Sienna - - - - -	397	651
Pimento - - - - - <i>pd.</i>	435	376	Thread - - - - -	8	4
Pit Coals - - - - -	558,625	539,836	Tin - - - - -	32,375	23,902
Poison Nuts - - - - -	239	75	— Foil - - - - -	109	324
Porcelain - - - - - <i>chests</i>	25	150	— Plates, of 450 Sheets - <i>boxes</i>	3,139	3,463
Porter - - - - - <i>bot.</i>	213,866	122,598	— calcined - - - - - <i>pd.</i>	—	5
— - - - - <i>cask</i>	594	144	Tobacco, in Leaves - - - - -	4,443	3,006
Pressing Boards - - - - - <i>ps.</i>	—	4,941	— Cigars - - - - -	58	71
Prunes - - - - - <i>pd.</i>	53,549	66,732	— Cut - - - - -	59	140
Pumice Stone - - - - -	6,698	4,301	— Snuff - - - - -	323	202
Quercitronbark - - - - -	1,040	20,097	Tortoise Shell - - - - -	107	141
Quicksilver - - - - -	1,666	1,652	Truffles - - - - -	168	20
Raisins - - - - -	1,613	5,842	Turpentine - - - - -	3,313	3,509
Ribbons, all Sorts - - - - - <i>ps.</i>	357,859	108,665	Turmeric - - - - -	2,676	1,997
Rice - - - - - <i>pd.</i>	9,139	50,917	Umbrellas - - - - - <i>ps.</i>	1,096	1,854
Risigal - - - - -	25	45	Valonia - - - - - <i>pd.</i>	—	469
Rose Leaves - - - - -	153	34	Vanilla - - - - - <i>lb.</i>	308	89
Rosemary - - - - -	244	16	Verdigrise - - - - - <i>pd.</i>	1,721	4,807
Root, Arrow - - - - -	2	12	Verditer - - - - -	323	429

	1818.	1819.		1818.	1819.
Vinegar - - - tiers.	77	176	Wood, Sassafras - - pd.	78	179
Vitriol - - - -	6,835	5,225	— Dye, rasped - - -	4,504	1,896
Whalebone - - - -	225	169	— Beech - - - ps.	170	173
Water, Mineral - - ptsh.	130,556	130,753	— Ash - - - -	1,820	142
— scented - - - bot.	12,696	12,231	— Maple - - - -	—	175
Watches, Gold - - ps.	376	307	— Cypress - - - -	—	25
— Silver - - - -	1,898	2,419	— Oak - - - -	36	60
— Pinchbeck - - -	63	102	— Mahogany - - - sect	705,681	351,582
Weld - - - - pd.	337	848	— Ebony - - - -	33,387	27,976
Wheels Fellies - - ps.	62,596	58,461	Wool Cards, Iron - - ps.	1,019	3,102
White Lead - - - pd.	7,821	14,782	Wools, manufactured, as		
Wine, Span. Port. Italian - pip.	2,002	2,870	— Camlet, Flannel,		
— French - - - hhd.	6,380	16,114	— Shalons, Toilin.	ars.	1,738,584
— Rhenish - - - ahm.	1,058	321	— &c.		
— in Bottles - - - bot.	123,911	88,242	— Cloth - - - -	683,408	300,578
— Champagne - - -	109,700	134,867	— Prussian, in		
— Rum, Brandy, } ank.	10,546	19,542	— transitu - - -	865,429	673,236
— Arrack, Cogniac }			— Kerseymere - - -	166,263	158,871
Wood, Nicarag. - - pd.	28,521	49,117	— Carpets - - - -	30,584	59,315
— Log - - - -	126,297	61,473	— Coverlets - - - ps.	7,968	14,823
— Fustic - - - -	13,058	12,389	— Shawls - - - -	1,470	3,204
— Lignum Vitæ - - -	9,608	1,670	— Stockings - - - doz.	4,844	1,967
— Box - - - -	630	362	— Yarn - - - - pd.	298	260
— Quassia - - - -	194	480	Wormseed - - - -	—	10

Furs, by the Ship Kutusow, from the Settlements of the Russian American Company,
commanded by the Right honourable Captain-Lieutenant Hagenmeister.

	1819.		1819.
Skins, Beaver - - - ps.	665	Skins, Musk Rat - - - ps.	157
— Tails - - - -	363	— Otter - - - -	772
— Cat - - - -	50,043	— Sable - - - -	196
— Ermine - - - -	12,000	— Bear - - - -	293
— Fox, several - - -	2,642	Whalebone - - - - pd.	90
— Lynx - - - -	80	Morse Teeth - - - -	128

General List of EXPORTS in St. Petersburg, according to the specified Weight
and Measure.

	1818.	1819.		1818.	1819.
Aniseed - - - - pd.	36,486	6,805	Gum Ammoniac - - - pd.	339	77
Bristles, 1. Sort - - -	27,241	22,087	— Galbanum - - - -	17	60
— 2. Ditto - - - -	12,754	5,741	— Mastic - - - -	12	86
Camels Hair - - - -	68	232	Goats Hair - - - -	—	724
Cantharides - - - -	232	261	Hats - - - -	ps.	1,624
Castoreum - - - - lb.	5	4	Hemp, Clean - - - - pd.	1,698,838	1,346,621
Caviar - - - - pd.	2,234	1,480	— Outshot - - - -	267,373	189,568
Copper - - - -	10,757	91,307	— Half-clean - - - -	301,360	244,585
Cordage - - - -	44,367	28,733	— Codilla - - - -	16,605	24,830
Feathers, Bed, Down and }			— Yarn - - - -	—	4,258
— half Down - - - }	2,876	4,101	Hides, Red - - - -	26,550	25,840
Flax, 12 Head - - - -	302,438	341,194	— White - - - -	1,385	663
— 9 Head - - - -	27,260	65,828	— Ox - - - - ps.	1,010	350
— 6 Head - - - -	—	321	— Cow - - - -	150	1,540
— Codilla - - - -	11,750	42,409	— Calf - - - -	5,478	4,500
Gall Nuts - - - -	—	14	Hops - - - - pd.	2,249	194
Glass ware, for. - - - ro.	18,268	16,550	Horses Tails - - - -	4,008	4,358
			— Manes - - - -	3,582	2,961

(continued)

	1818.	1819.		1818.	1819.
Iron in Bars - - - <i>pd.</i>	536,780	329,869	SEEDS— <i>continued.</i>		
— in Sheet - - - —	7,726	4,403	Hemp Seed - - - <i>cetw.</i>	1,447	16
— Assorted - - - —	4,456	1,471	Caraway - - - <i>pd.</i>	101	628
— Old - - - —	2,760	16,515	Fennel - - - —	—	68
— Files - - - —	—	20	Mustard - - - —	—	502
Isinglass, fine - - - —	2,220	2,481	Worm - - - —	58	79
— ord. Samovy - - - —	1,084	2,009	Garden Seeds - - - —	905	131
Latten-brass - - - —	—	6	SKINS.		
Leather, Sole - - - —	357	285	Bear - - - <i>ps.</i>	—	4
— Saffian - - - <i>ps.</i>	1,048	36	Calabar - - - —	43,500	85,000
— Wash - - - —	—	384	— Tails - - - —	—	40,000
Liquorice - - - <i>pd.</i>	916	483	— Ditto - - - <i>sacs.</i>	310	236
Macarony - - - —	—	—	Ermine - - - <i>ps.</i>	1,600	48
Matts - - - <i>ps.</i>	19,600	13,450	Fox - - - —	800	290
Mammoth Bones - - - <i>pd.</i>	—	10	— Tails - - - —	—	4,000
Molybdena - - - —	—	1,061	Racoon Tails - - - —	—	3,000
MANUFACTURES.			Soap - - - <i>pd.</i>	5,860	4,759
Sailcloth - - - <i>ps.</i>	45,958	31,621	Tallow - - - —	1,773,719	1,978,815
Ravensduk - - - —	41,045	21,777	— Candles - - - —	19,310	16,353
Flems - - - —	28,469	10,703	Tar - - - —	44	1,293
Diaper - - - <i>ars.</i>	581,051	207,676	Tea - - - —	11	4
Linen, Broad } - - —	107,425	44,915	Tobacco in Leaves - - - —	33,121	12,372
— Narrow } - - —	—	—	— Snuff - - - —	11	2
Drillings - - - —	142,632	185,851	Wax, Yellow - - - —	910	2,334
Crash - - - —	574,290	338,987	— Candles - - - —	330	233
Oil, Aniseed - - - <i>pd.</i>	41	57	Wool - - - —	13,419	5,531
— Mint - - - <i>lb.</i>	87	37	RE-EXPORTED.		
— Hemp Seed - - - <i>pd.</i>	117,960	214,079	Bay Leaves - - - <i>pd.</i>	—	16
— Linseed - - - —	1,470	2,574	Carpets - - - <i>ps.</i>	—	235
— Peppermint - - - <i>lb.</i>	—	28	Cloth, English - - - <i>ars.</i>	170	181
— Ricini - - - <i>pd.</i>	—	51	Cotton - - - <i>pd.</i>	—	1,135
— Caraway - - - —	—	35	Fustic - - - —	539	500
— Train - - - —	10,436	1,209	Gum Gutta - - - <i>lb.</i>	—	15
Oxen Bones - - - <i>ps.</i>	135,600	109,000	— Myrhoe - - - —	—	40
— Horns - - - <i>pd.</i>	293	101	— Sandarac - - - —	160	25
— Tongues - - - —	351	173	— Senegal - - - —	—	12
Paper - - - <i>ream</i>	—	22	— Tragacanth - - - —	—	20
Pot-ashes - - - <i>pd.</i>	259,712	144,657	Pepper, Black - - - <i>pd.</i>	88	2
Quills - - - <i>thous.</i>	7,857	12,305	Root, Snake - - - —	—	9
Rhubarb - - - <i>pd.</i>	110	56	Spelter - - - —	349	1,950
Silk, Persian - - - —	109	8	Twist - - - —	41	228
SEEDS.			Wine - - - <i>bottl.</i>	640	1,780
Barley - - - <i>cetw.</i>	11,390	5,781	Wood, Red Dye - - - <i>pd.</i>	—	1,000
Rye - - - —	160,889	52,436			
Wheat - - - —	177,814	74,816			
Linseed - - - —	40,147	31,287			

FREIGHTS paid in the Navigation of 1819.

Amsterdam	Hol. Ct. Fl.	40 a' 45	Heavy Goods.	} with 15 pct. Average et Primage.	Bordeaux	Hol. Ct. Fl.	45 a' 40.	Outsh. et Half-clean	} with 15 pct. Average et Primage.
Antwerpen	-	- 45	-		Brest	-	- 38	- D°	
Dortrecht	-	- 40	Deals in Friedrichsham.		Dunkirk	-	- 50 a' 45	Pot-ashes	
To the Ems	-	- 40 a' 45	Oil		Havre de Gr.	-	- 30	Copper	
Rotterdam	-	- 42	Heavy Goods.		St. Malo	-	- 46	Clean Hemp et 48 for Half-clean	
Barcelona	Lst. 4.	10s. et 15 pct.	Clean Hemp.		Nantes	-	- 45	Half-clean	
Sevilla	H. Bco. mc.	55 et 15 pct.	Deals in Wyborg.		Ostende	-	- 35	Rye	
Tarragona	Lst. 4.	10s. et 15 pct.	Clean Hemp.		Rouen	-	- 60 a' 55	Heavy Goods	
					Servant	-	- 48	Half-clean	
Belfast	-	4. 0s.	Clean Hemp	} with 5 pct. Primage.	Bremen	Ld' or Rth.	18 a' 19 et 15 pct.	} Heavy Goods.	
	-	2. 15s. a' 2.	Tallow		Hamburg	H. B.	- 14 a' 13 et 15 pct.		
Bristol	-	4. 10s. a' 4.	Deals		Lübeck	Lüb. Ct.	- 12 a' 10 et 1 Rthl.		
	-	0. 6s. a' 5s.	Wheat		Copenhagen	Lüb. Ct. Rth.	14 et 1 Rth.		
Cork	-	5. 0s.	Clean Hemp		Kiel	-	- 12 et 1	Flax 12 Head.	
	-	3. 5s.	Tallow		Gottenburg	Schw. Bco. Rth.	22 et 15 pct.	Codilla.	
Dublin	-	5. 5s.	Clean Hemp		Stockholm	-	- 20 et 5 pct.	Oil.	
	-	2. 0s.	Tallow				17 Rthl.	Flax.	
Dundee	-	3. 15s. a' 2.	Clean Hemp		Lisbon	Lst. 4.	0s. a' 3. 12s.	Outshot et Half clean.	
Glasgow	-	4. 5s.	D°		Oporto	-	4. 10s.	Flax 12 Head.	
Grangemouth	-	3. 0s.	D°		Leghorn	Hb. Bco. mc.	75 et 15 pct.	Hides.	
	-	5. 0s. a' 3.	Deals		Naples	-	- 75	D° - D°.	
Guernsey	-	2. 5s.	Cordage		Venice	-	- 80	D° - D°.	
Hull	-	3. 0s. a' 2.	Clean Hemp		Danzig	Pr. Ct. Rth.	16	} with 1 Rthlr. Primage Heavy Goods.	
	-	3. 10s. a' 1.	Tallow		Elbing	-	- 16		
Jersey	-	3. 10s.	Clean Hemp		Königsberg	-	- 16		
Kirkaldy	-	2. 15s.	D°		Stettin	-	- 16		
Leith	-	3. 15s. a' 2.	D°		Stralsund	Pomm.	- 17 a' 16		
	-	2. 5s. a' 1.	Tallow		Rostock	N. $\frac{2}{3}$	- 14 a' 10		
Liverpool	-	4. 7s. 6p.	Clean Hemp						
	-	3. 5s. a' 2.	Tallow						
London	-	4. 0s. a' 2.	Clean Hemp						
	-	2. 7s. 6p. a' 1.	Tallow						
Newcastle	-	2. 0s.	Clean Hemp						
Sunderland	-	1. 5s.	D°						
	-	3. 5s.	Deals						

General Statement of the Commerce

	Number of Ships.				Value of	
	1816.		1817.		IMPORTS.	
	Arrived.	Sailed.	Arrived.	Sailed.	Ro.	Cops.
At Archangel	269	176	408	376	1,297,635	76 $\frac{1}{2}$
Onega	9	9	10	11	-	-
Cola	-	-	-	-	-	-
Mezen	-	-	-	-	-	-
St. Petersburg	427	437	1,702	1,702	80,716,251	38
Cronstadt	861	861	-	-	-	-
Narva	66	64	51	52	281,576	40
Revel	63	56	89	80	3,304,170	27 $\frac{1}{2}$
Hapsal	26	38	26	28	16,275	-
Riga	947	937	1,774	1,763	8,288,905	-
Arensburg	14	16	17	17	28,343	-
Pernau	68	68	58	60	154,197	22 $\frac{1}{4}$
Liebau	233	236	262	261	1,462,239	63 $\frac{1}{2}$
Windau	48	48	61	56	66,180	61 $\frac{1}{2}$
Odessa	842	843	1,040	977	20,700,515	50 $\frac{1}{4}$
Ovidiopol	-	-	-	-	116,630	-
Cherson	-	-	-	-	-	-
Nikolaef	-	-	-	-	-	-
Theodosia	91	89	269	260	1,111,631	80
Eupathoria or Kosloff	94	94	197	194	92,317	55
Kertshe	-	-	-	-	-	-
Tenikolsk	-	-	-	-	-	-
Buga (Tyragkak-Zairaba)	-	-	-	-	-	-
Balacloff and Mariupolis	-	-	-	-	650	-
Taganrog	112	131	379	388	2,903,521	62 $\frac{1}{4}$
Astrachan	64	53	63	50	3,729,693	59
Bakinsk	170	161	203	182	263,229	28
Kuban and Gorshdov	-	-	-	-	15,516	60
Polangen	-	-	-	-	4,178,916	-
Kowno	-	-	-	-	250,777	28
Grodno and Krynsk	-	-	-	-	27,067	50
Brest Liloffsky	-	-	-	-	137,877	35
Preborsk	-	-	-	-	1,470	-
Tschanovetsk and Gonionsk	-	-	-	-	3,220	-
Jurburg	-	-	-	-	64,000	-
Bobrow and Drushkopolis	-	-	-	-	-	-
Horoshensk	-	-	-	-	260,076	-
Bug (Tyrcab Zaomaba) & Nuritzk	-	-	-	-	-	-
Gusatin	-	-	-	-	138,160	65
Radziviloff	-	-	-	-	11,550,530	6 $\frac{3}{4}$
Roshyampol	-	-	-	-	2,546,360	-
Volotshinsk	-	-	-	-	173,935	80
Isakovez	-	-	-	-	107,580	75
Mogileff	-	-	-	-	1,147,618	72
Dubosoar	-	-	-	-	1,371,596	75
Maiak	-	-	-	-	16,935	-
Kislar	-	-	-	-	392,860	2
Orenburg	-	-	-	-	2,819,902	89
Troizk	-	-	-	-	4,505,081	65
St. Peter and Paul	-	-	-	-	1,251,452	49
Omsk	-	-	-	-	14,127	5
Presnogorkov	-	-	-	-	68,898	60
Semypalatinsk	-	-	-	-	797,018	70
Korakoff	-	-	-	-	41,506	-
Kiachta	-	-	-	-	2,980,016	8
Ust. Kamenogorsk	-	-	-	-	51,935	-
Isukuhantueff	-	-	-	-	114	-
Tiflis	-	-	-	-	1,295,138	-
Buchtaminish	-	-	-	-	28,692	80
TOTAL	4,404	4,317	6,609	6,457	172,705,053	24 $\frac{3}{4}$

TRADE OF THE COUNTRY;—RELATIVE TO TIMBER. 39

of Russia, in the Years 1816 and 1817.

Goods in 1816.		Value of Goods in 1817.				Duties thereon.			
EXPORTS.		IMPORTS.		EXPORTS.		1816.		1817.	
Ro.	Cops.	Ro.	Cops.	Ro.	Cops.	Ro.	Cops.	Ro.	Cops.
8,683,090	29 $\frac{1}{2}$	1,148,193	36 $\frac{3}{4}$	18,401,104	5 $\frac{1}{4}$	568,238	98 $\frac{3}{4}$	950,321	22 $\frac{1}{4}$
74,808	2 $\frac{1}{2}$	-	-	79,931	68 $\frac{1}{4}$	10,976	49 $\frac{1}{2}$	12,363	26 $\frac{1}{4}$
-	-	-	-	-	-	30	-	20	-
-	-	-	-	-	-	71	56	38	12
77,766,729	70	118,743,838	81	100,321,270	-	13,898,225	44 $\frac{1}{4}$	20,963,640	67
329,051	51	-	-	382,353	4	8,341	12 $\frac{1}{2}$	18,651	9
364,850	35	21,847	75	391,625	88	158,062	99	64,350	18 $\frac{1}{4}$
213,269	55	6,161,944	- $\frac{1}{2}$	545,541	5 $\frac{3}{4}$	653,762	76	1,532,312	57
149,545	90	38,357	-	281,647	50	9,921	78	17,758	18 $\frac{1}{2}$
27,759,893	34	13,908,728	13	65,764,226	97	3,406,709	80 $\frac{3}{4}$	5,194,947	9 $\frac{1}{4}$
73,135	4	5,900	-	296,973	65	10,473	48	11,300	12 $\frac{1}{2}$
2,952,324	18	131,853	-	2,229,376	31 $\frac{3}{4}$	196,053	57 $\frac{1}{4}$	179,833	32 $\frac{3}{4}$
1,787,513	24	3,351,281	42 $\frac{1}{2}$	1,774,206	89	655,611	13 $\frac{1}{4}$	1,150,702	94
720,193	7	94,405	-	913,914	34	36,593	63	27,971	31
37,717,725	83	20,481,795	38 $\frac{3}{4}$	41,956,581	90	1,206,572	54 $\frac{1}{4}$	1,513,558	17 $\frac{1}{2}$
66,912	95	101,089	-	43,282	70	12,742	11 $\frac{1}{4}$	3,418	99
235,646	70	-	-	266,675	-	4,759	96	8,547	52 $\frac{1}{2}$
671,195	50	-	-	15,650	-	6,004	59 $\frac{1}{2}$	972	78
1,102,420	60	3,592,792	37 $\frac{5}{4}$	4,009,331	50	141,267	53 $\frac{3}{4}$	258,360	69
1,859,348	20	358,026	25	5,384,300	75	82,829	36 $\frac{3}{4}$	189,871	73 $\frac{3}{4}$
-	-	-	-	-	-	41	21 $\frac{1}{2}$	52	74 $\frac{1}{4}$
-	-	-	-	10,455	6	41	91 $\frac{1}{2}$	253	46
288	-	-	-	671	25	22	6	49	47 $\frac{3}{4}$
292,615	-	29,088	50	773,137	-	5,223	33	28,028	22 $\frac{1}{2}$
3,070,991	55	5,862,555	35	10,100,614	5	659,261	66 $\frac{3}{4}$	770,720	5 $\frac{1}{2}$
3,390,841	5	1,123,250	30 $\frac{1}{2}$	1,365,562	87	522,392	55 $\frac{1}{2}$	450,089	43
8,448	-	462,054	32 $\frac{1}{2}$	25,357	40	61,394	25 $\frac{1}{2}$	120,955	52 $\frac{1}{2}$
319,899	-	11,312	80	195,265	-	12,501	34 $\frac{1}{4}$	5,337	79
39,117	-	32,635,860	36	157,609	-	2,720	31 $\frac{1}{2}$	23,365	75 $\frac{1}{4}$
9,417	-	937,812	34	94,038	62 $\frac{1}{2}$	78,254	23	249,489	36 $\frac{3}{4}$
358,620	-	20,729	-	52,936	25	6,323	17 $\frac{1}{4}$	1,706	65 $\frac{1}{4}$
359,145	25	1,142,669	46 $\frac{1}{2}$	4,070,413	50	19,927	51 $\frac{1}{4}$	281,608	42 $\frac{3}{4}$
4,322,631	-	1,590	-	3,670,326	-	214,514	11	174,383	73 $\frac{1}{4}$
567,849	75	27,313	-	548,984	-	9,692	26 $\frac{1}{2}$	13,109	25
1,894,125	50	592,671	21 $\frac{1}{2}$	4,834,335	30	84,822	42	142,278	66 $\frac{1}{4}$
84,150	-	-	-	139,411	-	4,267	13 $\frac{1}{4}$	11,593	57 $\frac{1}{4}$
136,255	-	33,936	-	248,125	-	7,588	55 $\frac{1}{4}$	12,694	93 $\frac{1}{4}$
38,310	-	7,323	-	586,457	-	1,087	61 $\frac{1}{4}$	4,573	20
246,018	40	151,191	76	162,767	5	21,722	24 $\frac{1}{2}$	14,457	33 $\frac{1}{2}$
8,296,492	97 $\frac{1}{4}$	9,330,902	33 $\frac{1}{4}$	3,269,586	60	5,828,877	83 $\frac{1}{2}$	560,370	72 $\frac{3}{4}$
803,412	-	2,949,261	-	1,088,204	49	39,874	51	28,005	7 $\frac{3}{4}$
468,975	-	374,039	12 $\frac{1}{2}$	223,366	-	36,140	54	21,783	11 $\frac{1}{2}$
277,998	98	47,799	-	98,798	79	25,150	17 $\frac{1}{2}$	23,182	70 $\frac{1}{4}$
2,141,567	25	7,435,274	92	1,573,832	70	232,268	74 $\frac{3}{4}$	420,692	26
1,818,997	80	1,779,560	30	1,892,527	10	104,112	3 $\frac{1}{2}$	235,575	78
12,457	30	15,530	-	56,451	56	2,979	81	1,114	10 $\frac{1}{4}$
1,475,312	50	254,397	34	2,936,883	12 $\frac{1}{4}$	39,306	98 $\frac{1}{4}$	37,515	94 $\frac{1}{2}$
2,167,870	95	3,683,110	55	2,559,245	50	66,179	8 $\frac{1}{2}$	102,633	35 $\frac{1}{2}$
5,555,656	32 $\frac{1}{2}$	1,515,259	80	2,452,817	90	195,552	33 $\frac{1}{4}$	94,216	83 $\frac{1}{2}$
822,713	20	1,255,493	-	1,150,329	25	50,989	27 $\frac{1}{4}$	23,241	66
14,688	40	23,676	95	16,890	85	584	79 $\frac{1}{2}$	708	23
40,517	60	236,158	10	84,278	80	2,471	48	18,396	28 $\frac{1}{2}$
321,055	-	592,401	68	313,567	45	53,033	22	20,117	20
29,902	70	56,711	70	4,278	-	1,227	81 $\frac{1}{2}$	705	81 $\frac{1}{4}$
2,980,016	8	90,714	45	106,233	50	637,875	92	6,059	29 $\frac{1}{4}$
73,189	40	7,136,066	58 $\frac{1}{2}$	-	-	1,565	71	1,351,391	20
-	-	114	-	-	-	33	61	35	5
112,334	-	684,601	20	45,739	5	62,798	59	90,687	79
13,240	50	10,345	5	17,197	20	934	4 $\frac{1}{2}$	1,017	39
205,015,016	63 $\frac{3}{4}$	254,065,481	48 $\frac{1}{2}$	285,090,651	45 $\frac{1}{4}$	27,917,684	34 $\frac{1}{2}$	37,440,528	77 $\frac{3}{4}$

10^o Junij 1820.*William Charlton, Esquire,*

Is then called in ; and Examined as follows :

*William Charlton,
Esq.*

WILL you state what business you have been principally engaged in?—The Timber trade.

In what branch of the timber trade?—All branches ; fir and oak.

Have you, in the course of your business, been lately induced to visit Poland and other parts of Europe?—I have.

Will you state to the Committee any circumstances which have fallen under your observation in those countries, as connected with the timber trade?—I saw the general nature of the trade ; any particular questions concerning it, which it may please the Committee to ask me, I shall be very happy to answer. I was in the woods where it is procured, and I observed the mode in which it was brought down to the shipping ports.

State any thing that occurs to you?—I was in that part of Poland, namely Volhynia, where a great part of the fir and oak timber which is brought to this country grows.

Can you state what effect the alteration of duties upon the importation of different descriptions of timber into this country has had upon the countries that you have visited?—The duties, since I have known the trade, have gone on so progressively increasing, that I do not know the effect they have had in that respect. If it had not been, however, for the importation of timber from North America, the whole would have come now from the Baltic, notwithstanding the duty there is upon the Baltic timber.

State what effect the diminished importation into this country has had upon the countries you have visited?—It has had this effect, that so much oak and fir timber has not come down to the ports for exportation as heretofore, not so much by one-half ; indeed I may say one-third, because in fact it is not wanted. But when I speak of the comparative difference of one-half, and one-third, I must go a long way back, because the trade has been very much diminished there indeed ; at Memel, particularly, there is not one-third of what used to come.

Has that circumstance been the cause of considerable distress and impoverishment to the landed proprietors in the countries you have visited?—I should think not. I did not observe it in the shipping ports, where it would be most observable.

Have, then, the timber growers in those countries any other vent for the timber which is there grown, than the ports to which you have alluded?—Very little indeed, scarcely any, only the local consumption. When the timber is brought to the ports, and the British importation does not take it off, a considerable quantity goes to Holland and Denmark, but locally they have very little demand for it.

When you stated the export trade of timber from the Baltic to be diminished to one-half or one-third, did you mean to confine the observation to the export to this country?—I did.

Can you state what proportion a diminution of one-half, in the export trade to this country, will make upon the whole export of timber from that country?—I will speak of the port of Memel, from whence comes the greatest portion of fir timber ; and I think, perhaps now, 400 cargoes may be shipped in the year, whilst formerly, before the importation of American timber into this country, 800 or 1,000 might have been shipped. The British trade forms now a proportion of five-sixths to the whole trade.

As it appears from your answers that five-sixths of the demand are lost in consequence of these duties, what effect has the loss of five-sixths upon the grower of timber in that country?—No doubt he is not enabled to cut as many trees out of his forest, and the demand not being there, he cuts no more than he thinks he can get rid of.

[The Witness is directed to withdraw.]

8^o Junij 1820.

Henry Usburne, Esquire,

Is called in; and Examined as follows:

Henry Usburne,
Esq.

WHAT business have you been chiefly engaged in?—In the Wood trade.

Have you been particularly engaged in the Russia trade?—Partly in that, but more particularly in the Canada trade from Quebec.

From what parts of Russia have you been in the habit of importing timber or other commodities?—From Petersburg chiefly.

Have you not been concerned in considerable importations from Archangel?—No; but connexions of mine have; my brother has.

Nor from Riga?—I have had government contracts, but these have been chiefly from St Petersburg.

Can you state to the Committee the comparative qualities of timber which you have imported from Russia, and that which you have imported from Canada?—It varies so much, that it is almost impossible to say. The Navy Board have, by experience, found that the Canada red pine is most desirable, and is better than the Baltic for naval purposes.

Is the red pine imported from Canada uniformly the produce of Canada, or that of the United States?—Of both.

Can you state in what proportions from each?—The greater portion is from Canada. It is all exported from Quebec, though some is imported from the other American provinces.

What proportion, in your opinion, does the red pine imported from Canada bear to the rest of the timber imported from that country?—For the navy the greatest proportion of timber imported is red pine. For the private trade it is not so extensive, for it is a more expensive wood, and therefore the quantity imported for the private shipping is not so large. Last year, the navy used no other timber the produce of Canada.

How long have you been engaged in the timber trade?—Since 1801, in the Canadian timber trade.

And in the Russia trade how long?—Not more than five years last past; I was more particularly concerned for three out of these five years; during the last two years I have not had much to do in the Baltic trade, only occasionally.

What variation have those two branches of trade experienced in extent during the time you have been acquainted with them?—The Canadian trade has increased prodigiously; from 80 ships in 1801 to 800.

To what do you attribute that increase?—To the protecting duties.

Have you made any contracts with government for the supply of red pine?—Yes, last year and the year before.

To any considerable extent?—Yes, we delivered more than twenty cargoes last year, and twenty the year before.

In the event of the protecting duties being taken off, are you not of opinion that the superior quality which you have ascribed to the red pine, the produce of the North American colonies and of the United States, would insure the continuance of an importation of that article?—That would depend upon government; if they required it, of course it would come; but unless the government required it, there would be little demand.

Would there not, however, be an advantage to the government, as well as to individuals, in importing timber from that country where it was of the best quality?—I should think not, as it is more particularly for naval purposes.

Do you mean to say, that in the event of government or individuals wanting the red pine for the construction of ships, they would not be induced, after the protecting duties were removed, to continue procuring that particular description of timber from the country which supplies it of the best quality?—Government might, I should think, but not the private merchant ships.

You think they would import the worst?—No; but as it is much cheaper, they would substitute the one for the other.

You think then the comparative difference of quality is not sufficient to balance the comparative amount of freight?—Certainly not. It is better; but that is by no means a reason for importing it under all circumstances.

Henry Usburne,
Esq.

Is there now much demand for red pine, except for government purposes?—Not a great deal.

Can you state what comparative difference of price would compensate the difference of quality to which you have alluded between the red pine and the best timber from the north of Europe, applicable to the same purposes?—The one is more plentiful than the other, and red pine is cheaper than the Riga timber. For building purposes, the Riga timber is of equal value with the red pine; but for naval purposes the red pine is better, as the official documents of Deptford and Portsmouth will prove.

Can you state what proportion the red pine imported by private merchants bears to the whole importation from Canada?—Very small indeed.

Then most of the timber from our North American colonies, with that small exception imported by merchants, is of inferior quality to that imported from the Baltic?—It is not of inferior quality for in-door purposes; but for any purpose that requires exposure to the weather, it is.

For what purposes do you reckon it not inferior to the Baltic?—It is not inferior for all inside purposes; for all purposes where it is protected from the weather, it is equally good: I am now speaking of the yellow pine.

You have stated that there is but a small quantity of red pine in the North American colonies?—It is a much smaller tree, and therefore it produces a much less quantity of timber. Canada, however, is but little explored, and it is difficult to say how much of that timber there is in the country.

Have you resided at Quebec?—Yes.

Can you state whether this trade is considered as valuable to the land proprietors of the American colonies?—The wood trade is of the utmost consequence. In winter, the farmers have no other employment for themselves, or horses and oxen, than in hauling it down, and preparing it.

What are the average charges to which timber is liable before it is put on ship-board?—It is impossible to answer that question; it depends upon how far it is from the spot where it is received; and the longer the transit, the cheaper it is where it grows.

If you load a ship of 100 tons, at what rate per ton do you consider the charge, including the value of the timber, and the cost of it, with the carriage?—The red pine is 1 s. a foot on the average, the yellow pine is 6 d.

Does the price of the timber at Quebec increase in consequence of the increased distance from which it is brought?—Yes, according to the distance and the demand.

What is the greatest distance of hauling that has come within your observation?—It depends upon the quality of the timber; I have known very large masts hauled fifteen or twenty miles.

What was the value or cost of that timber per foot at the place of cutting?—It depends upon the quality entirely.

Timber for masts?—A very large mast is so much more valuable than a small one.

State the cost for a small one and a large one?—At that distance a small one is worth nothing; a very large one may be worth two or three pounds.

What proportion do the large ones bear to the small?—The large ones are very scarce.

You have mentioned that the red pine was partly the produce of the American States, and partly of our own growth; and you have stated that the produce of the American States is in a greater proportion of the two; that there is more red pine sent here of the produce of the American States than of our own?—Yes, but that is a better settled country, and there are more horses.

And you say that both sorts, whether of the produce of the Colonies or of the United States, have been exported to Quebec?—The exports have always been from Quebec, but by far the greater portion has been from our own Colonies, as five to one, of the yellow pine.

The question entirely relates to the red pine; you have stated, that all the red pine which you have had, has been exported from Quebec, a part of it the growth of our own Colonies, but the greater part the growth of the United States; have you not said that all the red pine imported from America has been exported from Quebec?—The greater part; some little has been exported from lower parts, from New Brunswick and Nova Scotia.

Do you know what duties that timber is subject to on its arrival here?—Red pine, whether the produce of our own Colonies or of the United States, is subject to no duty,

duty, but all comes to Quebec, and is exported in British ships; and the greatest expense is in Canada, where it is paid for.

Then, as far as red pine timber is concerned, these protecting duties operate equally as an encouragement to the timber of the growth of the United States as they do to our own?—Decidedly not.

Explain why not?—It is exported from Quebec, and a great expense is incurred in Canada, in rafting and bringing it down; I should add, that the people who come down with it on the rafts expend a great part of the money in Quebec in British manufactures; the tree growing in the United States is of trifling value there, but it increases in value as it approaches the port of Quebec.

But so far as the place which produces the article is concerned, is not this protecting duty a protecting duty in favour of the United States produce against the produce of the states of the Baltic?—It has the benefit of the protecting duties.

You have mentioned that the American timber trade has been promoted, and indeed almost made, by the protecting duties, and that by them also the American British shipping trade has greatly increased?—Yes.

Has not the shipping interest concerned in the Baltic trade decreased in an equal, or in what proportion?—The voyage to America being so much longer, it requires a greater number of ships, therefore it is more valuable to the British shipping interest.

On account of the length of the voyage?—Yes.

Then it would be a considerably greater advantage to the shipping interest if we could find out any place from which they could import timber twice as far as America?—I should say decidedly not.

Explain the sort of distance that would operate as an inducement, and the sort of distance that would be a prohibition?—The duty now is sufficient for the length of voyage. If you increase the voyage, you must increase the duties sufficiently to protect it.

Do you not think that the American trade, being subject to no duty at present, is sufficiently strong to bear a duty without being injured by it?—Certainly not, unless an equally increased duty was placed on other timber, the produce of other countries.

Then you conceive that the present state of duty between the American and the Baltic ports, is precisely that under which the trade will go on, and that any alteration whatever of the duty will put an end to the American timber trade altogether?—I should say not. The more duty there is put upon the Baltic produce, the more trade will there be from our own colonies. The higher the rate of duty on the European wood, the more our own colonial wood trade would increase.

But you have stated that our wood trade with America, as compared with that of the Baltic, is in a very flourishing state?—Certainly not; it is very bad during the suspension, and whilst the question of duty is agitated.

Any duty would lessen the British American trade, in your opinion?—It depends upon the quantity of duty, how much the trade would be improved or depressed. If there is any duty, it would lessen the trade; if a heavy duty, it would quite destroy it; if there was a duty equal to that on the Baltic timber, it would destroy it.

What is the value of an acre of land in Canada?—About 10s.

How many loads of timber may be cut off from an acre?—It depends upon the quality, and what sort of wood land it is.

You have lived at Quebec, you have said?—Yes.

Have you any idea of the quantity of timber that grows upon an acre in Canada?—I cannot answer that question.

If you conceive 10s. to be the value of wood land in Canada, how can you make out what you stated in the commencement of your evidence, that the timber trade is of great importance to the landed interest of Canada?—Because the farmers have no employment during the winter whatever, but in preparing and hauling timber. It is the labour upon it that makes it valuable.

Do you find the timber growing near the rivers beginning to grow scarce?—Only in the most settled parts of the country; all the edges of the rivers on the more settled parts of the country.

What is the present market price of the red pine here?—Five pounds ten shillings.

What is the market price of the best Memel timber?—Six pounds.

Henry Usburne,
Esq.

When you talked of 10s. as the value of an acre of wood, do you mean by that the value of an acre of wood near Quebec, or at a great distance from Quebec?—At both places, but more particularly at a distance. There is no red pine near Quebec. The principal trade is in the yellow pine timber, which grows all over the country.

What is the value of an acre of yellow pine when it is growing?—At a very distant part of the country I bought a square piece of 45,000 acres for 300*l.* but there is no yellow pine upon it: it is opposite Anti Costa, and it lies down the river far from any of the settled parts of the country, many hundred miles.

According to your account, you got it at the rate of seven and a half acres for a shilling?—I think more than that for a shilling.

What is the produce of it?—Timber of all inferior descriptions; beech, birch and other timbers.

Is that tract of country near any water carriage?—It is the seigniory of Madduliene, the borders of the river St. Lawrence.

If deals remain piled up in a yard, how soon is it necessary to remove them from the stacks?—Scarcely ever.

May they remain in that state a year without being changed?—Yes.

Is the red pine liable to the dry rot?—Not more than other timbers.

Is the yellow pine liable?—Not more than other timber. Not more than the Baltic timber, if the air be excluded. All timbers will have the dry rot when the air is excluded.

[The witness is directed to withdraw.]

10^o Junij 1820.

Henry Usburne, Esquire,

Is called in; and further Examined, as follows:

WHAT is the most convenient thickness of deals for floor boards?—They are of all thicknesses.

What is the best substance for a good floor board?—I should think that depends much upon the size of the house. A large house would have thicker floor boards than a small one.

Can you cut three substantial boards from a three-inch deal?—Yes, sufficient for the upper floors of a house, but not the lower.

Can you suggest any better mode of paying the duty than that which now exists, with regard to the thickness of the deals?—I am not aware that altering the mode of paying the duty would be of any advantage.

What is the most convenient mode of taking the duty, according to the best of your judgment?—By the tale; the mode now adopted.

[The witness is directed to withdraw.]

Ordered, That this Committee be adjourned to Tuesday next, twelve o'clock.

8^o Junij 1820.

John Bainbridge, Esquire,

Is called in; and Examined as follows:

John Bainbridge
Esq.

WHAT business have you been engaged in?—As a Merchant.

In what particular branch of commerce?—With America, both British America and the United States occasionally.

Have you been particularly concerned with the trade in timber between those countries and Great Britain?—Yes.

Has that trade increased considerably during the time you have been acquainted with it?—Yes, it has increased very much.

What, in your opinion, have been the causes of that increase?—The increase at the particular period of the transaction to which I am going to allude, arose from the stoppage of all importations of timber from the north of Europe, I believe about the year 1807 to 1809, at which period the merchants connected with the British provinces

provinces of America were requested to use their endeavours to procure that supply of timber, which, from the restrictions on the north of Europe, had been prevented from its usual source. At that period, the importation of timber was not very large from the British provinces: I believe the quantity of timber imported from the British provinces in 1807, was about 30,500 loads. Since that period it has gradually increased; and in the year 1819, the amount of the number of loads appears to be 267,000.

Has not the quantity imported in the last two years been increased from the apprehension that the remission or diminution of duties on Baltic timber might take place, and consequently that the importation of timber from Canada, if delayed, might be made under less favourable circumstances?—I believe that in some measure did operate, but I do not think it was the entire cause of its operation. I think it arose more particularly from the emigration of the persons who after the termination of the war had gone to the provinces, and who were necessarily employed in the occupation of cutting timber, in cultivating the soil, and employed in the fisheries of the provinces, by which a very considerable quantity of timber was cut. Indeed that is one of the principal means by which the provinces are enabled to pay for the supply of the necessary articles which they receive from the mother country. Persons, particularly in Nova Scotia and New Brunswick, connected with the fisheries and agriculture of the country, during the winter employ themselves in cutting timber, or getting it down from the places where it is cut to the sides of the rivers, and to the coast, for the purpose of shipping in the course of the following year.

Are you of opinion, that if the duties upon Baltic timber were considerably diminished, it would materially affect the Canada trade?—Yes, I do.

Do you think that if those duties were only diminished so far as to leave an exact compensation for the difference of freight between the voyage from the Baltic and the voyage from the North American Colonies, the timber, the produce of the North American Colonies, would not then be able to stand competition with the timber the produce of the Northern countries of Europe?—No: if any diminution was to take place in the duty upon Baltic timber, the proximity of the situation of the Baltic is such, and the facility so great of getting both the ships belonging to Norway and Sweden and even of Prussia, that there would not be that importation from the British provinces; for it is impossible for the British ship-owner to send his ship to the British provinces to bring home timber from the Colonies, on the same footing as the foreigner can bring his timber from Norway, Russia and Prussia. The navigation of the foreigners ships is much less expensive than that to which the British ship-owner is subject, and consequently, they will be enabled to lay down timber at a much lower rate than the timber of the British provinces, where the freight must be paid to the British ship-owner to bring it from thence.

Has not the rate of British freight been considerably diminished of late?—Yes it has. In the present year we are paying for vessels to go to British America, 2*l.* 5*s.* per load to the lower ports, and I believe 2*l.* 10*s.* to 2*l.* 12*s.* 6*d.* to go to Canada.

Are you of opinion that British freight so reduced is still higher than the freight which other European powers employ for similar purposes?—Yes, certainly.

Do you foresee any circumstances which are likely to raise the rate of foreign freight beyond what it is at the present moment?—No, I do not.

You are not yourself acquainted with the trade of the north of Europe?—Yes, I am pretty well acquainted with it; indeed I have transactions with the north of Europe as well as with America, and I may say with almost every part of the world.

Can you state what is the actual rate of freight of shipping of any of the Northern countries of Europe?—I cannot give any positive information as to foreign freight, but perhaps I could get such information as will enable me to inform the Committee, should I be again examined at a future period. I believe British vessels have been chartered to go to Memel at 20*s.* per load; to Norway, at 12*s.*; to Sweden, at 15*s.*; and to Russia, at 25*s.*

Do you conceive the proportion of English to Foreign vessels, employed in the trade of the north of Europe, to be at this moment increasing or diminishing?—I cannot answer that question precisely, for I have not paid particular attention to the state of the shipping interest. During the war it was much lower than it is at present, but as long as the present encouragement is given to the Colonies, so long they will be enabled to receive our manufactures. Indeed it becomes a matter of

John Bainbridge,
Esq.

necessity for the supplies of the inhabitants who are engaged in the cutting and transporting of timber and also employed in the fisheries. It is to be observed, that during the restrictions at present in force, the Colonists have no other place to resort to for their supplies: they must of course therefore look to the mother country for the return of those means, which will enable them to pay for those necessaries with which they are supplied.

What do the exports to the Colonies consist of?—Every description of article for the use of the persons employed in the fisheries, and in cutting timber; also for the use of persons inhabiting houses, and for their wearing apparel, such as woollen drapery of every description, linens and calicoes, and rum and spirits of various kinds.

Has not the population of our North American Colonies greatly increased since the encouragement of the wood trade by the alteration of the duties?—Very much; the great increase has taken place from the period of the termination of the war; a number of persons have settled in the British Colonies, who were unable to find employment at home; great numbers have gone for that reason from the North of this country, and from Ireland; a number of persons who had gone out to the United States in expectation of getting employment, have been obliged to have recourse to the British Colonies also.

Do not you suppose that the fact of this arrangement of the duties has been the cause of that increased resort to the Colonies?—No, I do not think so.

[The Witness is directed to withdraw.]

Ordered, That this Committee be adjourned to Saturday next, twelve o'clock.

10th Junij 1820.

William Stewart, Esquire,

Is called in, and Examined as follows:

William Stewart,
Esq.

IN what business have you been engaged?—I had been a general Merchant before I turned my attention more particularly to the Canada trade; I had mercantile connections in Ireland and elsewhere.

How long have you been in the Canada trade?—About seven or eight years.

Have you been during that time exclusively engaged in the Canada trade?—Not exclusively; I still maintain my other connections.

But as far as the timber trade is concerned, you were in the Canada trade exclusively?—In the Canada trade exclusively.

Can you inform the Committee as to the qualities of timber, the growth of the North American Colonies, as compared with timber the produce of the north of Europe?—The timber usually imported from America is not equal in quality to the best timber that is brought from Norway and other countries on the Baltic, but the British Colonies in North America can produce timber which I conceive to be perfectly equal to the timber of Norway and other parts of the north of Europe, namely the red pine timber. The reason perhaps why the second rate article is brought, is, that the consumption of that description of timber is much greater; the consumption of this country is perhaps two-thirds for inferior purposes.

Describe what those inferior purposes are, as nearly as you can state them to the Committee?—In minor buildings of every description none but inferior timber is used; it is also used in the second rate houses: for other common purposes it is equally applicable. Of the deals consumed in this country, about one-third is by box-makers for packing-cases, and for those purposes, inferior timber, whether from the Baltic, from Norway or North America, has always been used. There are many purposes for which the American timber is preferred, and which also constitute a large feature in the consumption; as in the manufacture of musical instruments, picture frames, window blinds, and toys. I enumerate these, because it might not be generally known, that these comparatively minor articles constitute a large feature in the consumption; to these might be added the press boards used in cotton manufactures, and for other purposes where a large surface is required. For these purposes the American timber is preferred, because it is what is technically called cleaner, that is, free from knots, and larger.

Then the reason of the preference does not arise from the circumstance of its being cheaper?—It is preferred for these purposes.

Would

Would not then the Canada timber continue to be employed for these purposes which you have last described, even in the event of the duties on timber from the north of Europe being removed or diminished?—If removed, certainly not, because it could not be brought in competition. If reduced, it must depend upon the extent of the reduction.

If the duties on the importation of timber from the north of Europe were so far reduced as to make them exactly compensate the difference of freight between the voyage from Canada and the voyage from the Baltic, would then the Canada timber continue to be preferred for those purposes which you have described?—The preference would continue, if they were both brought into the market at the same expense.

When you speak of the expense, do you include the prime cost of the article?—I mean, that if the two articles were offered for sale in this country at the same price, the consumer would give the American timber the preference for those purposes.

Is not the red pine employed for purposes totally distinct from the purposes for which the other Canada timber is employed, such as you have described?—It is.

How then do you account for the greater consumption of Canada timber, for the inferior purposes you have described, preventing, as the Committee understands you to say it does prevent, the best sort of red pine being brought for those purposes?—The Canada red pine is used for the same purposes as the red pine timber from the north of Europe. The yellow pine timber of America, which is the leading article of consumption, is used for the same purposes as the white pine from the north of Europe would be used; but the red pine timber at present is brought in limited quantities.

Does not the red pine, brought from Canada, sell for a great deal more than the white pine?—Yes, it does.

Then, how do you account for the best sort of red pine not being now brought from Canada, as the Committee understand you to say it is not?—Being more expensive, and less common in the country, it is only brought in limited quantities; and the consumption for inferior purposes being so much greater than the demand for the higher class of buildings, the cheaper article will always be imported. Red pine timber is more difficult to procure. There is less of it shipped than there is of the yellow; but the same is the case with respect to Norway, and the ports of the Baltic. Much less red pine comes from the north of Europe, than of the white pine.

What description of Canada timber would the Baltic timber drive out of the market, if both were brought to this country at the same expense?—For all second rate purposes, they would equally meet with a sale. For principal buildings, the Norway and Baltic timber would have the preference.

Do they now meet with an equal sale?—The consumption of American timber exceeds that of Norway and the Baltic, in this country at present.

Do you mean generally for buildings?—Generally speaking for second rate purposes. The great feature of consumption in this country being for inferior purposes.

Are the two descriptions of timber equally subject to the dry rot, when placed under similar circumstances?—I am not perhaps a competent person to answer that question.

If you yourself had a building of any description to construct, and you could get American timber and Norway timber for the purpose of that construction at the same price, which would you prefer?—As I said before, for a mansion or other principal building I would prefer the Baltic timber; but for barns, stables and other buildings of that description, I should not use it. Being an importer, not a consumer, I am not a competent judge of respective durability; but for any principal buildings I would give a preference to Memel or Dantzic over America, because I know the prejudice is in favour of it. I do not know whether I should call it prejudice, but opinion is in favour of it, and I must presume that opinion to be founded upon experience.

The Witness delivers in a paper, which is read, and is as follows:

William Stewart,
Esq.

DEALS.

Average Dimensions of Imports.			Contents, paying 20 <i>l.</i> 15 <i>s.</i> 8 <i>d.</i> Duty per 120 Running Pieces.	Duty and Freight actually paid per Load of 50 Cubic Feet.		Standard by which sold.
	<i>Ft.</i>	<i>in.</i>	<i>Lds.</i> <i>ft.</i>	<i>£.</i> <i>s.</i> <i>d.</i>	<i>£.</i> <i>s.</i> <i>d.</i>	<i>Ft.</i> <i>in.</i> <i>in.</i>
NORWAY	14.	3. 9.	315 Cubic ft. or 6. 15.	3 5 7	- 13 6	Per 120 Pieces of 12. 3. 9.
SWEDISH	16.	3. 9.	360 - D° - 7. 10.	2 17 -	- 17 9	Per 120 - D° - 4. 3. 10.
MEMEL	18.	3. 11.	495 - D° - 9. 45.	2 1 8	1 1 -	Per 120 - D° - 12. 1½. 11.
PETERSBURG	18.	3. 11.	495 - D° - 9. 45.	2 1 8	1 5 -	Per 120 - D° - 12. 1½. 11.
ARCHANGEL	18.	3. 11.	495 - D° - 9. 45.	2 1 8	1 13 4	Per 120 - D° - 12. 1½. 11.
ONEGA						

The duty on deals from 8 to 20 feet being paid upon 120 running pieces, without regard to the dimensions, the above calculation is intended to show the amount of duty paid upon actual contents; whence it will appear, that the principle adopted in preference to a graduated scale, operates as an encouragement to import the largest and best deals; and thus enables those countries, where they are produced, and whose freights are higher from the extent of their voyage, to compete in the British market with those more contiguous, but whose timber is smaller.

It should likewise be observed, that the duty on deals less than eight feet, being too low in proportion, entire cargoes of this description are imported, particularly from Norway, to the injury of the revenue; but a still more serious injury to the revenue arises from the wording of the clause regulating the duty on paling boards, and in consequence cargoes are imported under that denomination at a duty of 3*l.* 14*s.* 6*d.* per 120 running pieces, which being of the same substance and dimensions as deals, are applicable to the same purposes, and ought to pay the full duty of 20 *l.* 15*s.* 8*d.*

[The Witness is directed to withdraw.]

10^o Junij 1820.

John Hamilton, Esquire,

Is then called in; and Examined as follows:

John Hamilton,
Esq.

YOU are a proprietor of land in Canada?—I am.

Have you been much resident in that country?—I have been resident in Canada for about two years.

Do you mean for two years at a time?—About two years at different periods.

Have you exported timber from Canada to this country upon your own account, or do you dispose of it in that country to merchants?—In both ways.

What description of timber do you principally export, or which are you chiefly acquainted with in Canada?—Oak timber and pine timber principally.

Pine of what description, red or yellow?—Both red and yellow; the yellow timber is converted into deals principally.

State the situation of the part of Canada you are connected with?—It is on the Great or Ottawa river, at the back of the island of Montreal.

Has the demand for Canada timber increased considerably during your acquaintance with the trade?—Very much indeed.

To what circumstance do you attribute that increased demand?—To the duties imposed upon foreign timber.

Of what quality is the red pine grown in Canada, as compared with the red pine the produce of the United States, or is there any difference?—I have generally understood that the best red pine timber comes from the United States.

Can you state what quantity of red pine, the produce of the United States, passes into Canada?—I cannot.

Has

Has the value of property upon which timber is grown increased considerably in Canada, in consequence of the increased demand for that description of timber in this country?—I am unable to speak to that, as far as regards red pine timber; but as it regards other timber I think it has.

Can you state the value of land by the acre upon which any particular description of timbers are grown in Canada?—I should think that from a dollar to two dollars an acre is the general price of wood lands, which are not particularly calculated for settlement, but merely with reference to the timber upon them.

When you state that as the price of wood lands, do you refer to wood lands near the coasts or rivers, or in favourable situations for export; or do you mean to state that as the average value of lands generally of that description?—As the average value of wood lands near the banks of rivers.

What description of persons are employed in Canada in clearing wooded lands, and felling timber?—Chiefly United States Americans, as axe-men.

Have emigrants from this country been particularly employed in that species of labour?—Very much, except in the act of cutting the tree down. In the parts of the labour of hauling the tree out and converting it into deals, and every thing, except the operation of cutting the tree down, they have been very much employed.

Can you state to the Committee the extent of Colonial demand for timber in Canada, independently of that which is felled for exportation to this country?—I conceive the Colonial demand for timber to be trifling; it is merely for the consumption of the towns, and the building of houses. In Lower Canada there is a number of small saw mills which the inhabitants employ for the purpose of preparing their own timber for their own use. The export merchants have nothing to do with the supply of the country. At the back of a settlement, wherever there is a mountain stream there is a small saw mill, which is sufficient for the consumption of the village; but if large timber be not required, the inhabitants are enabled to go to the fields at a small distance, and get that which is employed for household or domestic purposes.

Do you consider the population of Canada as having considerably increased?—The population of Upper Canada considerably; the population of Lower Canada not so much.

But still it has increased?—It has increased, but not so much as that of Upper Canada.

Has not the Colonial demand for timber increased with the growth of the population?—Certainly.

Has the demand for British manufactures in Canada increased of late years?—During the embargo and non-intercourse Acts of the United States, it was much greater than it is now; but I consider that the natural trade of the country has increased considerably.

Can you state what description of manufactures are imported into Canada from the United States, when the trade is free with those parts of the continent, and what description from Great Britain?—I can. All kinds of provisions; butter, flour in large quantities, leather, a species of spirits called peach brandy, candles, soap, and tea, smuggled in small quantities, are brought in from the United States. The commodities taken from this country are, woollens, flannels, manufactured cottons, West India produce, rum, sugar, teas and East India cotton goods. These are some of the principal articles exported from Great Britain to that country.

What does Canada export to the United States?—I have generally understood that there has been a considerable quantity of our manufactures smuggled over the British lines, by the Americans, into the United States. I do not think, except furs, that there is any article of direct export from Canada to the United States.

Does the consumption of British manufactures in Canada depend, in your opinion, upon the extent of demand for Canada timber in this country?—I am decidedly of opinion it does.

Has Canada any other means of making returns to this country but the timber which it grows?—Canada exports a certain quantity of ashes, and, under particular circumstances, wheat, when the average is above 68 s. but the value of the ashes is trifling, in comparison, and for many years successively I have known of little or no wheat imported from Canada. There are also furs imported from the North-west country; and these are the only articles she possesses, independently of timber.

John Hamilton,
Esq.

Has the demand which has taken place for Canada timber in this country, already cleared those parts of the country, in any considerable degree, from which it can most conveniently be imported, so as to compel the merchant to have recourse to more remote parts of the country, or do you still consider the supply to be unexhausted in the situations described by the Committee?—I still consider the supply on the banks of rivers to be considerable, particularly on those rivers where the late settlements of the Duke of Richmond have been formed.

Where are those settlements to which you allude?—Those are settlements in Upper Canada, on the banks of the Ottawa and other rivers, behind the island of Montreal.

Can you state in what proportion the red pine is grown, to the white pine throughout the country generally?—There are large quantities of red pine, which grow in Upper Canada; I have not been in the United States myself, but I believe the largest proportion of red pine timber flourishes more to the south of 45° of latitude, which is in the United States.

In what proportion does it grow upon your own property?—It is very much scarcer than the yellow pine, and grows at a considerable distance from the borders of the rivers; it is more in the interior.

Can you state where the description of fir which is employed for masts is principally grown?—In the countries to the north of Lake Ontario in Upper Canada.

Is any portion of the timber, the produce of Canada, exported in ships of Canada build?—Occasionally. Those ships become British that are built in Canada.

The Committee mean ships of Canada, as contra-distinguished from ships of Great Britain?—The ship-building, to my knowledge, has been carried on to a considerable extent in Canada, but now it is not so, from being a very unprofitable trade.

What circumstances have rendered that trade latterly unprofitable?—The great depression of shipping, and the difficulty of procuring freights for ships when built.

Do you experience much inconvenience from interlopers cutting down your timber, and committing depredations upon it?—No, we ourselves have never experienced it; but I understand a considerable portion of timber was seized at Quebec, the property of the Crown, having been cut down without permission.

You have not heard of that species of depredation upon the lands of individuals?—No, nor upon my own lands; nor should I think it a matter of consequence, as I really do not consider timber standing in the forest of much value.

You would rather have the space than the timber?—Yes; in some situations.

Is the larger part of the woodland in the hands of large individual possessors, or the proprietors of small lots?—Large grants of land have been made to different individuals in Canada, portions of which are reserved for schools, for the lands are laid in concessions. Grants are made to those who declare an intention of settling, and who apply to the government for that purpose, and a certain proportion is granted to them with a reservation for schools; but I think the settlements are seldom formed on those lands by the parties.

Have you not said, that, as a proprietor of woodland, you should not conceive that taking away the timber by another person, not the proprietor, would be very injurious to you?—I should consider that he had no right to do it, but I should not think it a matter of much importance.

It is your idea that the timber itself is of little value to the proprietor?—Yes, as it stands in the forest, without the labour of getting it out.

Under that feeling, of what benefit do you conceive the export of timber to be to the proprietor?—The proprietor of timber becomes the person at whose expense it is got out, and he naturally looks to the profit on it.

Then it is not for the value of the timber when exported, but for the clearing of the land that the proprietor cuts down the timber?—As a landed proprietor possessing land, if a timber cutter said to me, "I will buy a certain number of trees from you," the value that I should fix upon those trees, standing in the forest, would be of trifling amount; but by the time the tree arrives at Quebec, from the expense of hauling it out, from the expense of bringing it down on rafts, from the provision consumed on those rafts by the persons engaged in bringing it; all that value is vested in the timber at the time it arrives at the place of exportation.

Then if the timber is not valuable to the proprietor himself, it becomes valuable from all the labour that is bestowed upon it?—Yes.

Would any great reduction of the export of timber create any material injury to the exporters; would they have any other mode of extending their means, or employing

employing their hands?—I conceive they would have no other means of employing themselves. This is the only employment to which the emigrants could have recourse during the winter, when all operations of agriculture are, from the nature of the climate, suspended.

Has the number of emigrants materially increased since 1809?—Very materially indeed; I conceive the great proportion of emigration to have taken place within the last three years. The emigration from the United States into Upper Canada was very great previous to that, but the great emigration from this country has been in the course of the last three years.

Were they chiefly axe-men that emigrated from the United States?—A considerable number of them were; but there were a good many farmers and agriculturists.

When you make a purchase of land in Canada, it is not for the value of the wood, but for the purpose of cultivation?—It must depend upon the situation of the country. If I make a purchase at the back of my own mills, I should be sure of a large quantity of timber, and should be able to turn it to account, and it would be for the purpose of the timber business I should purchase it; but if I were to purchase it near Quebec, or near Montreal, or near any town, it would be for the purpose of agriculture.

What is the average value of an acre of land covered with wood in the most favourable situation for conveyance to a market?—I should say from one to two dollars an acre.

The dollar is 4s. 6d.—Yes.

[The Witness is directed to withdraw.]

Die Martis, 13^o Junij 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of adjournment read.

Edward Ellice, Esquire, a Member of the House of Commons,
Is called in; and Examined as follows:

HAVE you any connections with Canada?—Yes, very considerable.

Is it as a merchant or as a land-owner?—In both characters.

Edward Ellice,
Esq.

Are you acquainted with the arrangement of duties which gives an advantage to the Canada timber in the British market?—Yes.

Do you consider that arrangement as of great advantage to the Canada land-holder?—I do not consider that arrangement is beneficial to the Canada land-owner, because the value of the timber (I speak both of yellow and red pine timber particularly) sold at Quebec, does not exceed by much the expense and labour of procuring it for shipment; and the Canada land-holder, therefore, gets little or nothing for the timber itself.

Is there not an advantage arising to the land-owner from the circumstance of his labour being employed in cutting timber during the winter?—I should say very little. There are many other purposes to which the labour could be applied very beneficially, besides preparing timber for shipment; particularly in clearing the lands, and in burning the timber for making pot-ashes, or in cutting timber for fuel, which is a great occupation.

Is the timber cut by the labourers employed in agriculture at other times, or by whom is it cut? The timber for exportation is principally cut by a class of persons called timber cutters, who cut it during the winter season, and are employed during the summer in rafting it down to the port of shipment, and very seldom by persons employed in the agriculture of the country.

Has the extended demand for Canada timber, in consequence of the arrangement of duties, occasioned a great number of people to resort to Canada?—I should have some difficulty in answering that question, because I have not been in Canada for the last two or three years, but I should certainly think that many of the immense number of persons who have emigrated there lately, may have been employed in preparing timber for shipment; but I cannot conceive that it has formed any part of the inducements those persons have had to emigrate from this country.

Edward Ellice,
Esq.

Is there not a period of the year during which those persons employed in cutting and preparing the timber have not occupation in that line?—During a very short period of the year. The timber is generally cut in the autumn, when the leaves fall; and as soon as they can make winter snow roads, it is hauled out of the woods to the water side, and when at the water side, it is there squared and prepared for rafting. The summer season is generally employed in carrying it down in rafts to Quebec; and there is very little intermediate space of time between those employments for the persons so engaged to turn their labour to any other occupation.

Are the Committee to understand, that those employed in cutting and carrying timber are a perfectly distinct class from those employed in the agriculture of the country?—The persons employed in cutting timber for shipment are, generally speaking, a distinct class from those employed in agriculture, although, certainly, some of the farmers employ part of their time during the winter in cutting timber, both to supply the rafts-men and for fire-wood for the great towns, such as Montreal and Quebec.

From your knowledge of the state of Canada, do you believe any alteration of the duties, that would admit Baltic timber upon equal terms with Canada timber into the English market, would be a great loss to that province?—The questions which the Committee have put to me before, related solely to my knowledge as a landed proprietor; certainly the province in a mercantile sense would sustain some loss, because the great expenditure of the shipping sent to transport the wood to England, if taken away from the province, would to that extent be a considerable loss, but the land-owner would sustain very little loss if no pine timber of any description was shipped from the province. There is a distinction, in this respect, between pine timber and oak, because, from the greater price of oak timber, some part of its value is derived by the landed proprietor. There are also considerable establishments formed in Canada, which have been much encouraged by the system of duties which has prevailed of late, and which would be entirely ruined by the sudden suspension of the protection now granted to the Canada timber. These establishments are principally at Quebec. I should suggest, that if any loss were sustained by any alteration of the duties upon timber prejudicial to the Canada trade or to the Canada land-owner, it might be amply compensated by the admission into this country of wheat grown in Canada, without restriction. The average quantity of wheat exported from Canada cannot have exceeded above 25,000 quarters in a year, and the season of exportation lasting only four months, it is impossible sometimes to take advantage of the averages in this country, falling to the rate at which wheat from Canada is now permitted to be imported into England. The quality of Canada wheat is also very inferior, and the expense of transporting it to England, exceeding 20 s. a quarter, may be an adequate protection to the British grower.

Can you state what proportion the quantity of red bears to the quantity of white pine?—No; I am not acquainted with the timber trade, otherwise than as a land-owner in Canada. The white pine being in the largest quantities, and nearest to the rivers on which it is floated down for shipment, was principally shipped upon the first demand for American timber. The quality having been found objectionable in the markets of this country, the attention of the timber growers was then directed to red pine timber, and considerable supplies of it have since been obtained, and are now principally sent to this country. The trade in pine timber from Canada had its origin in the great scarcity of timber, and the apprehension of a total cessation of supply from the Baltic, about the year 1808. Those apprehensions having been expressed by all persons interested in the supply of timber for the different purposes to which it is applied in this country, and particularly from the miners in Cornwall, it has considerably increased by the protection which from time to time has been given to it, until it has arrived at its present extent; and I believe, that to these causes the want of employment of the ships, before employed in the transport service, for the last two years, has very materially added. The quantities of pine timber exported from Canada, having being nearly trebled since the year 1817, and the shipping cleared out from Canada having doubled in the same period. I believe all the exportable commodities from Canada, exclusive of timber, might have been transported last year in about 12,000 tons of shipping, and the whole quantity of shipping cleared out from Quebec, exceeded 150,000 tons.

Do you not believe that the expectation of some alteration being intended to be made in the duties, has occasioned a considerable speculation, and a great increase of the importation during the last two years?—I should certainly think it has to some extent.

Can

Can you state the present amount of the population of Canada?—No, I cannot. It is so very much altered since I was in the country, that I should be almost at a loss to state it exactly.

Is your property in Upper or Lower Canada?—I have property in both. The greatest part is in Lower Canada.

You have some in Upper Canada?—Yes.

Has the evidence you have been giving reference to the property in Upper or Lower Canada?—The answers I have given have reference to both provinces. The Committee are aware that scarcely any timber can be brought down from any part of Upper Canada, except by the Grand River, the Rapids of St. Lawrence increasing very much the risk of bringing timber down by that navigation from Upper Canada, and of course the expense of it. All this principally relates to pine timber, as oak timber and staves are of greater importance, from the greater value they are of to the persons employed in that trade; and possibly some proportion of these may be obtained in the Upper as well as the Lower provinces.

You have been speaking particularly of the Canada timber; the Committee wish to know whether there is any very large quantity of timber which you suppose to come from the north-west parts of the United States, and particularly from the province of New York?—I am particularly informed upon that subject; having considerable property in the state of New York, adjoining to the Canada line; and I know a considerable quantity of oak timber is usually sent by the navigation from Lake Champlaine into the River St. Lawrence; but I am quite certain that the nature of the navigation between Lake Champlaine and the River St. Lawrence would almost render it impossible, with any prospect of remuneration, for persons employed in the timber trade to convey pine timber into Canada by that conveyance.

You mean the red pine?—I mean red pine as well as the white. The rapids in the river flowing from Lake Champlaine are exceedingly dangerous. I should add to my answer, that a good deal of groundless jealousy has existed in Canada with respect to the importation of articles of this description from the neighbouring states, which are principally supplied from Canada with British manufactures in payment; and the more trade there is carried through that channel, the more it must be for the interest both of the province and of this country.

Might it not afford a compensation to import through that channel the red pine from the United States, from its superior value, when it would not do to import the white?—Certainly, to the extent of the difference of value between the two qualities of pine timber.

Is that the only channel by which it comes?—Yes, except by the River St. Lawrence from Lake Ontario.

Does a large quantity come from Lake Ontario?—No great quantity, because the rapids are excessively dangerous.

You have said that the alteration in the corn laws, which you have mentioned, would be a full equivalent to Canada for taking off the protecting duties on the Baltic timber; and at the same time you have said, that that you conceive would be but a very small matter either to England or to Canada; then you mean to say, that the taking off of these duties would be a matter of very small importance to England either?—I have already stated to the Committee, that my evidence has been principally directed to the landed interest of Canada. The commercial interest would undoubtedly suffer to the extent of throwing out of employment the various establishments which have been formed for the purpose of carrying on this trade. The landed interest of Canada has never been materially interested in it, and the suggestion which I ventured to offer, was in the expectation that if the protection was taken from the Canada timber, the labourers employed in that trade might devote their time to agriculture, and that a free exportation of corn to this country would hold out the best prospect of no loss accruing to such persons by the change of their employments.

Then do not you consider what you have suggested as a *bonus* to the landed proprietor, at the expense of the trading community?—I cannot conceive that any *bonus* intended to one class of persons in Canada, would not materially, if not equally almost, benefit the other, because the produce arising from the extension of agriculture would be a much better means of carrying on trade, even to a greater extent than the means derived from the exportation of timber.

Do not you believe that would be an immediate injury to those persons employed in the cutting of timber, in those establishments to which you have alluded?—I have already stated that, certainly those persons who have formed establishments

*Edward Ellice,
Esq.*

with a view to the continuance of this trade, must be materially injured from any alteration of the duties.

Do not you believe it would put out of employment that class of individuals who are employed in cutting timber?—Such persons would be much better employed, both as respects their own comfort and interests, and as respects the welfare of the province in agricultural pursuits, than in this trade.

You have stated, that the trade in timber, as far as the owner of the soil is concerned, is of very little importance?—Very little indeed.

Then the principal object, and which gives a value to the timber trade, is the labour employed in felling the tree, and preparing it for market?—I have already stated that the labour so employed is the sole value of the trade to the country; I may say it is so with respect to pine timber, and in a great degree with respect to oak timber.

What is the mode of employment that you would substitute for these men who would be put out of their present employment by the alteration of the duties?—I should say, that the class of persons employed in cutting timber was the worst part of the population of Canada; and as there could be no doubt of their finding employment in agricultural pursuits, if the timber trade of Canada was entirely annihilated, no injury could either be sustained by themselves or the community by such a change. This answer relates to the labourers employed in cutting the timber, and bringing it to market. I will add, that I have already stated, that the persons having establishments formed in Canada, for conducting this trade, must sustain an irremediable injury by any alteration that can take place.

You have stated, that the value of the timber to the individual owner is very small indeed?—Yes.

And that the great value of the timber is in the labour employed upon it?—Nearly the whole value of pine timber is in the labour.

Is it not then on account of the value of the timber, that the tree is cut down?—It is on account of the value of the timber to the person who cuts it down; but not on account of its value to the proprietor.

The timber is cut down as a means of employing capital with profit?—Yes.

Has the proprietor of the land no inducement for cutting down the tree, for the sake of profit, or is his only inducement the clearing of the land?—The value of the timber is a very small object. In bringing the land into cultivation, the timber of all kinds, cut down, is generally burnt into ashes, from which pot and pearl ashes are made, and very little use is otherwise made of it, except for fire-wood. Sometimes there does not happen to be one stick in a hundred acres of land fit for exportation, in particular districts of the country.

Then nobody cuts down trees in Canada, as a first step for bringing the land into cultivation?—Trees are certainly cut down as the first step for bringing land into cultivation, and disposed of as I have mentioned in the preceding answer; and sometimes to get rid of the timber the forest is entirely set on fire.

Then the getting rid of the timber is the indispensably first step towards cultivation?—Yes.

Do not you conceive that trees would be cut down as the first step for improving the land, in whatever state the duties were, relatively, between the Baltic and Canada timber?—Yes; before any timber trade was carried on in Canada, the land was cleared in some way, to admit of the improvements in agriculture; and it must continue to be cleared, whether the timber is sold or not.

Then you think that the object of the clearing of the land would be a sufficient inducement for cutting the trees down, suppose the whole of the present duty on Baltic timber to be taken off?—Most assuredly. The clearing of the land in very remote districts of Upper Canada, where timber can be of no use for shipment for exportation, proceeds more rapidly than it does even in Lower Canada.

This question having been generally understood to relate to the whole of the province of Canada, does not your evidence go to show that it relates almost exclusively, or at least for the greater part, to Lower Canada only?—Principally to Lower Canada.

Then the question under discussion, as far as the timber trade is concerned, is, as you conceive, a question between the states of the Baltic and Lower Canada only?—The proprietors of timber in Canada are very little concerned in this question, which more immediately relates to the general interests of the navigation of the country.

Is

Is any considerable capital vested in those establishments to which you have alluded, likely to suffer from the abolition of the duties on Baltic timber?—I should say that there are about eight or ten settlements at Quebec, the persons interested in which have built saw mills, and sent steam engines from this country for that purpose, and that a capital of from 100*l.* to 150,000*l.* may have been vested altogether in those establishments.

Do you think any part of that capital could be convertible to other purposes?—A very small proportion of it, it being nearly all invested in fixed establishments.

[The Witness is directed to withdraw.]

Die Sabbati, 10^o Junij, 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of adjournment read.

The Marquess of Lansdowne delivers into the Committee a Statement relative to the Timber Trade, which his Lordship states himself to have received from a gentleman in the Russian trade, who is every way qualified, from his knowledge of the subject, to give information thereon.

The same is read, and is as follows :

See Appendix, (No. VIII.)

Sir Robert Seppings,

Is called in ; and Examined as follows :

ARE you one of the Commissioners of the Navy Board?—I am.

How many years have you been in that appointment?—About seven years.

You have filled other employments, previously to that time, in His Majesty's dock-yards?—Yes, progressively, in different steps, to the situation of master shipwright.

In the situations you have filled, have the different descriptions of timber employed in His Majesty's service, fallen under your observation?—Yes, a considerable quantity : in point of fact, all the descriptions of timber used in ship-building.

Will you state to the Committee any observations you may have had occasion to make, or experiments you may have seen tried, upon the comparative qualities of timber, the produce of the North American colonies, and of the produce of the countries in the north of Europe, which supply timber, whether oak or fir?—I have seen a considerable quantity of timber, of the growth of the north of Europe, used for these last thirty years ; and within these last ten years I have seen a considerable quantity applied to ship-building, of the growth of Canada ; and I consider the timbers, both oak and fir, not to possess, for the purposes of ship-building, more than one-half the durability of similar woods of the growth of the north of Europe.

To what do you attribute that want of durability in timber of the North American colonies?—It is particularly liable to the growth of fungi, that species of vegetation which is the forerunner of dry rot.

Does that observation apply equally to every description of timber, the produce of the North American colonies, which you have seen employed in ship-building, or to any one description more than another?—It applies both to the oak and the fir, both to the red and the yellow fir.

Does it apply equally to the pitch pine?—Not equally, but in a great degree. It applies not quite so much to the red pine as to the yellow.

Can you state from whence the pitch pine is principally imported?—I believe from South Carolina : we have it from various parts.

And from Canada?—No, I believe there is none grown there ; I am not aware of any.

Are you aware, whether any has been imported from Canada, not being the produce of Canada, but of the United States?—I am not.

Can you state whether any experiments have been tried, in His Majesty's dock-yards, as to the comparative strength of timber, the produce of the North American colonies, and timber imported from the north of Europe?—Yes, there have.

Edward Ellice,
Esq.

Sir
Robert Seppings.

Sir
Robert Seppings.

State what have been the results?—I cannot exactly state them; but to the best of my recollection favourable to the timber of the north of Europe.

Is there any minute of the result?—Yes, which I can send in to the Committee.

Can you state to the Committee the result of any observations that you, or others in His Majesty's service, have made upon the durability of timber, the produce of the North American colonies, or timber imported from the north of Europe, applied to the same purposes?—I think about the year 1796, to the best of my recollection, there was a certain number of frigates built of the fir of the Baltic, and their average durability was about eight years. About the year 1812, there was a considerable number of frigates built also of fir of the growth of the North American colonies, and their average durability was not half that time.

Can you furnish the Committee with an account of the respective periods at which the frigates to which you have alluded were built, broke up and sold, and the comparative price at which they were sold, and the comparative cost of each?—Yes, certainly.—(*See paper annexed.*)

You have stated that your observation applies only to timber the produce of Memel, Dantzic and Riga?—Yes.

State to the Committee on what account those timbers have been exclusively employed in preference to others, the produce of other parts of the north of Europe?—I am not aware of any other description of timber grown in the north of Europe brought to market, that is applicable to the purpose: it is always too small; indeed, I beg to add, that government confine themselves principally to the timber of Dantzic and Riga.

Have they any from Archangel?—No.

By the name of Riga, you understand all Russia timber?—Yes.

Are you aware whether any contracts have recently been made for timber the produce of the North American colonies, for His Majesty's dock-yards?—None, excepting for masts, and a certain proportion of red pine to be cut into deals for partitions, and other purposes of that kind.

Can you easily distinguish, upon inspection, the oak and fir of Canada from the oak and fir of the north of Europe?—The oak is easily distinguished, and also the yellow pine; the red pine with more difficulty.

You have stated that the Canada timber is peculiarly subject to the dry rot, and the dry rot is known to have prevailed lately to a great degree in the navy; has that prevailed principally since the application of Canada timber to the uses of the navy?—I believe the navy has suffered very considerably from the introduction of the Canada timber, or timber of the growth of North America; and in consequence, from experience, we have entirely discontinued the use of it, except as before stated, for deals and masts. We have discontinued using it for the fabric of ships.

State any particulars that may come within your knowledge as to the peculiar liability of American timber to the dry rot?—It is the general observation of professional men, as well as myself, that in most instances where a piece of American timber is brought in contact with timber of this country, or indeed of any other, it has caused the growth of fungi, and thereby destroyed that which was in union with it. I have known instances of this, particularly in the late repairs of His Majesty's ship Devonshire, of 74 guns, the bottom of which was planked with the oak timber of Canada, and in many places the material next the timber, to within half an inch of the outer surface, was completely decomposed, and reduced to snuff.

Are the duties on timber charged and paid on that imported for the use of His Majesty's dock-yards?—They are.

State your opinion of the comparative quality and durability of fir timber still used in the navy, the growth of Canada, or imported from the Baltic?—Speaking of masts, the best judgment I can form is, that it is in the same proportion as that I have stated, when employed in the fabric of shipping, about half the durability.

Do you impute the want of durability in Canada timber exclusively to its liability to the dry rot, or to other concurrent causes?—To its liability to dry rot exclusively.

Do you know whether American-built ships are equally liable to dry rot with those built in Europe of American timber?—When the same description of timber has been used, I have seen them equally liable to the dry rot.

Do you know of any instances in which the Canada timber has prematurely decayed without the ordinary symptoms of the dry rot?—I have made such observations

vations from time to time, but never saw it to such an extent as in the instance of the Devonshire.

What part of the mast of a ship is made of American timber, and what part of timber of the north of Europe?—The bowsprits and mizen-masts, and in some cases the fore-masts of small ships, are made of single sticks of North American fir; but when masts are made of many parts, the North American timber is principally confined to what is called the spindle and cheeks.

If Canada timber be so much less durable than timber imported from the Baltic, and so liable to communicate its decay to all other timber when it comes into contact, even when used for the limited purposes to which it is at present applied, namely, to the purposes of masts and bowsprits, what circumstances induce the navy to make use of it at all?—Trees of the dimensions necessary for masts and bowsprits are not to be procured, I believe, in any other part of the world that we are aware of; and although the American timber may be very injurious if introduced into the fabric of a ship, it would not be the case if applied to a mast.

The reduction or diminution of the duties then upon timber from the Baltic, would have no effect upon the demand in His Majesty's dock-yards, or elsewhere, for Canada timber for the purposes of making masts?—Certainly not.

Do you consider your last answer as equally applying to deals, and that they would continue to be used even if the duty were taken off?—Yes.

When the American fir timber is used only for partitions and linings, does it equally show the dry rot?—The timber of that description is only used for partitions where there is a free circulation of air; it is not used for linings.

Is Canada timber ever used now in His Majesty's dock-yards for masts, or spars, or yards, where strength or durability is particularly required?—It is principally used for masts of large dimensions.

But not for yards?—For larger yards; all larger yards are made of Canada timber. The consumption is very considerable?—Yes.

[The Witness is directed to withdraw.]

Navy Office, 15th June 1820.

A List of FRIGATES built of Fir imported from the Baltic, and also of others constructed from Red and Yellow Pine from Canada; showing their durability.

[Referred to in page 56.]

Guns.	Ships Names.	When launched.	When rendered unfit for Service.
TIMBER THE GROWTH OF THE NORTH OF EUROPE:			
32	Maidstone - - -	12th December 1795 - -	November 1804.
—	Shannon* - - -	9th February 1796 - -	April 1802.
38	Clyde - - -	26th March 1796 - -	September 1804.
—	Tamar* - - -	- - Ditto - - -	August 1802.
36	Glenmore* - - -	24th March 1796 - -	December 1802.
—	Trent* - - -	24th February 1796 - -	June 1803.
32	Circe - - -	17th November 1804 - -	October 1813.
—	Pallas - - -	- - Ditto - - -	Lost 1810, by running ashore.
—	Hébe - - -	31st December 1804 - -	July 1811.
—	Jason - - -	21st November 1804 - -	October 1814.
—	Minerva - - -	25th October 1805 - -	April 1814.
—	Alexandria - - -	18th February 1806 - -	December 1813.

(continued)

Mem.—The ships marked thus (*) would have run a longer time at sea, but were paid off in consequence of the peace.

Sir
Robert Seppings.

Guns.	Ships Names.	When launched.	When rendered unfit for Service.
TIMBER FROM CANADA :			
RED PINE :			
46	Cydnus - - - -	17th April 1813 - - -	December 1815.
—	Eurotas - - - -	- Ditto - - - -	June 1816.
—	Niger - - - -	29th May 1813 - - -	In 1816 abroad.
—	Meander - - - -	13th August 1813 - - -	December 1816.
—	Pactolus - - - -	14th August 1813 - - -	July 1817.
—	Tiber - - - -	10th November 1813 - - -	September 1818.
—	Araxes - - - -	13th September 1813 - - -	July 1816.
—	Tanais - - - -	27th October 1813 - - -	May 1816.
42	Tagus - - - -	14th July 1813 - - -	In 1816 abroad.
—	Eridanus - - - -	1st May 1813 - - -	June 1817.
—	Tigris - - - -	26th June 1813 - - -	December 1817.
—	Ister - - - -	14th July 1813 - - -	August 1818.
—	Scamander - - - -	13th July 1813 - - -	In 1816 abroad.
—	Orontes - - - -	29th June 1813 - - -	February 1817.
—	Euphrates - - - -	8th November 1813 - - -	June 1817.
YELLOW PINE :			
42	Hebrus - - - -	13th September 1813 - - -	October 1816.
—	Granicus - - - -	25th October 1813 - - -	- Ditto.
—	Alpheus - - - -	6th April 1814 - - -	December 1816.

N. B.—No comparison can be made between the charge of building the frigates of Canada and Baltic fir timber, as they were constructed at dissimilar periods, and the prices of fir timber fluctuated greatly during the late wars. And further, those built of Baltic timber were constructed in the King's yards, those from the Canada timber in merchants yards. In point of tenacity, the red pine of Canada is superior to the Riga timber ; the yellow pine inferior.

RT. SEPPINGS.

6^o Junij 1820.

Alexander Copland, Esquire,

Is called in ; and Examined as follows :

Alexander Copland
Esq.

WHAT is your business?—I am a timber merchant, and builder.

How long have you been engaged in that trade?—The whole of my life as a builder ; the last ten or twelve years as a timber merchant.

What species of timber have you principally made use of?—I have been in the habit of using all kinds of timber to a great extent.

State to the Committee your opinion as to the comparative qualities of the timber that you have employed, with reference to the countries in which it has been produced?—The timber of the Baltic in general, speaking of Norway, Swedish, Russian and Prussian timber, is of very superior quality to that imported from America ; the bulk of that is very inferior in quality, much softer in its nature, not so durable, and very liable to dry rot ; indeed it is not allowed by any professional man under government to be used, nor is it ever used in the best buildings in London ; it is only speculators that are induced to use it, from the price of it being much lower than the Baltic timber ; and if you were to lay two planks of American timber upon each other, in the course of a twelvemonth they would have the dry rot almost invariably, to a certain extent ; if you were to lay two Christiana deals in the same manner for ten years, there would not be the same appearance of it, so that there is something in its quality favourable to the dry rot, which prevents its being used in buildings, except when there is a thorough air all round it.

Supposing you laid a plank of American timber close to a plank of Norway timber, would the American timber affect the Norway timber also with the dry rot?—Yes, I conceive it would ; if it were put into a house it would commence with the American

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*Alexander Copland,
Esq.*

American timber, and communicate to the Baltic timber; there is a particular species of American timber called the pitch pine, which is certainly of a very durable quality, but that has the defect of being very brittle, and therefore not so desirable to use where weight is required; and there is also a red pine, which is very good and very durable, but little of that has been introduced into the country.

Is there any difference between timber, the produce of the United States, and the produce of our own North American colonies, by which you can distinguish one from the other?—I should conceive not, except in the particular instances I have spoken of, the pitch pine; but the bulk of the timber brought from the United States is from a part of the country so near to our own colony, that I do not conceive it would be possible to perceive any difference in them, generally speaking.

So that if a considerable proportion of timber, the produce of the United States, were to be imported into this country, under the description of Canada timber, and to enter into consumption here, you conceive it would not be in your power, or that of the other timber merchants, to say how much of such timber might be the produce of the United States?—I conceive it impossible, unless there were particular sorts, such as the pitch pine, which comes from a particular quarter; I do not at this moment recollect the part from which it comes.

Can you state from your observation, whether the duty imposed upon the importation of timber and deals from the Northern States of Europe, has materially interfered with the use of that description of timber in this country?—Certainly, I conceive it has operated to a very great extent in preventing its being used: I conceive that if was at the same price at which American timber is sold at this moment, no American would be used; that if the duties were so reduced as to bring it upon a level, that they could sell it at the price of American timber, American timber would never be used, except for temporary purposes, such as a platform for a coronation, or any thing of that sort.

Do you mean, in the answer you have just made, to refer to the duties being so reduced as to compensate the difference of freight, or without adverting to that?—To compensate the difference of price, so as to bring it on a level in the home market.

If the duties were the same, without reference to freight, would not there be a much greater consumption of Baltic, and a smaller consumption of American?—Yes, I conceive so.

Do you conceive that a considerably increased consumption of timber from the Northern States would now take place if the duties were diminished or taken off?—Yes, if they were diminished so as to bring it nearly on a level with the other.

Does not the pitch pine, to which you alluded in a former answer, form an exception to your answer as to the demand ceasing for the Canadian timber, if the duties were taken off on the Baltic timber?—There is very little of that particular quality of timber brought into the market, even now that there is no duty on American timber; therefore I do not conceive that there would be a supply to any extent.

Are there no particular purposes for which North American timber is preferable to that imported from the Baltic?—In slight things, like picture frames, and mouldings of that kind where they require soft deal, for pews of a church, where they are wanted to be carved, or ornamental things of that sort, it would be preferable.

Not for masts?—No; they use the pitch pine in the dock-yards for other purposes.

Can you state the reason why so little pitch pine is introduced?—For building purposes, though very durable, it is very brittle, and therefore it is not so desirable for carrying weights.

Is there any quantity of it, or is it that there is no demand for it?—There is no demand for it, or I conceive there would be a larger quantity; when it is brought, it is sold at a much higher price than the ordinary pine timber from North America.

Can you state the variations in the price of timber imported from the Baltic, and timber imported from the United States, with or without making an allowance for the duty?—I am not able to state the prices in the market; I have gone so little into the timber market lately; but my partners, I have no doubt, could furnish the Committee with more information on the prices than is in my power.

Could you, with the assistance of your partners, furnish the Committee with that information?—Yes, I have no doubt of it; there is at this time, I have no doubt, a difference in point of price of one-third in the market, perhaps approaching nearly to one-

*Alexander Copland,
Esq.*

one-half; but that is including the duties; I conceive that the price of American timber in the market, at this time, including the expenses and freight, is only about fifteen shillings a load dearer than Memel timber, exclusive of the duties.

Do not your house import any timber?—We do; but in many instances we find we can buy it much cheaper, in the distressed state of the market, than we can import it.

Do you mean to say that the American timber, though of so inferior a quality as you have described it, would fetch the same price in the home market as the Baltic timber, supposing no duty was upon it?—No, I conceive that the American timber would not be used at all; it might cost the importer the same price, but would not sell, perhaps, except at a very reduced price.

When a speculator builds a house with American timber, is it at once a thing desirable to a person unacquainted with the trade, and who is about to purchase?—No, certainly not; many a gentleman has got the dry rot in his house from that circumstance.

Supposing, with your knowledge of the business, there was a house in every way handsomely constructed, valued, say at 5,000*l.* built of Norway timber, finished completely with Norway timber, and a house, of the same extent and dimensions, built altogether of Canada timber, what difference of price would you put upon the one and the other; I should not recommend the purchase of the one at all; I should wish all the timber to be taken out and the other to be substituted, if it was my house.

[The Witness is directed to withdraw.]

John White, Esquire,

Is then called in; and Examined as follows:

*John White,
Esq.*

WHAT is your business?—A timber merchant.

How long have you been engaged in that business?—Seventeen years on my own account; I have been longer acquainted with it, about twenty-five.

In the course of your business, what descriptions of timber have you principally imported?—Until of late years Norway and Baltic timber.

What circumstance has occasioned your diminished use of timber from those countries?—The high price of the timber imported from the Baltic.

Explain what you mean by the high price of the timber imported from the Baltic; whether it is owing to the duties or the prime cost?—Unquestionably it is owing to the duties, and not to the prime cost.

State to the Committee your opinion of the comparative qualities of timber imported from the north of Europe, and that which is imported from the North American colonies?—The Norwegian timber is the best, putting its size out of the question, not being so large as the Baltic timber; its quality is better, but its size not so good; in dimension and quality Riga timber is of the Baltic timber best. Of the American timber we have generally estimated the red pine to be the preferable, but I have had experience latterly of it, that induces me to form a very unfavourable opinion; where it has been put into green walls it has universally decayed. The soft or yellow pine timber, which has not apparently so good a character, when exposed to the air, lasts very well; inclosed it is subject to dry rot. The pitch pine timber, but which comes from the United States, as, indeed, does the red pine, is subject to decay from dry rot if inclosed, and that very rapidly.

Can you state to the Committee the comparative qualities of the Russian and Prussian timber?—Unquestionably Memel timber, for length and regular squaring, is very much esteemed; Dantzic for its quality, but the knots being larger, do not permit it to be used so well in smaller scantlings; generally one side of the timber is very coarse, and when it is cut into small scantlings it is apt to break. The quality of Archangel timber is very good; it approaches rather to the Norway timber for ease of workmanship, durability, and being not liable to shake; by shaking I mean where the deal splits from the centre. The size of Archangel deals is nearly the same as the Baltic deals; they are not quite so well manufactured. Archangel timber is seldom imported; deals are frequently imported; timber is that description which comes in the log, deals that which comes converted.

Do the other observations you have made with regard to timber apply equally to this?—To a certain extent so.

Define the characters and qualities of the various deals imported both from the Baltic and North America?—Dantzic deals are the best deck deals imported for shipping;

shipping; Onega, Riga and Memel deals for general use; Archangel deals will make joiner's work, which the others are not so well fitted for; Norway deals make the best joiner's work for doors, sashes and floors, particularly the Norway battens for floors; of late a great deal of Riga wainscot has been used for floors and sashes, where formerly Dutch wainscot was used, and there is a very considerable importation of that article in the log. Of the Swedish deals, the geffle are by far the best; they are a very good article, and so are what are called the rough sawn Stockholm. Of the Norwegian deals, the Christiana and Frederickstadt are unquestionably the best, I think the best of every species of deals used. Of the American deals there are three sorts now principally imported; the soft pine deals, generally eleven inches wide, which answer extremely well for many purposes; the white spruce deals, which, from their price, answer for packing-cases, rough work, and ordinary purposes; they are very well manufactured, but they have one serious inconvenience, which is, that the knots get loose: there is a third sort, the red pine deals, but they do not come very abundantly to the market; they are very good, but I am inclined to think subject to the same difficulty of catching the dry rot, with the timber from North America, which I have before described.

What are the purposes for which the soft pine is useful?—The blind makers and musical instrument makers are very partial to it; it stands pretty well. I have said nothing about masts, but I have been in the habit of importing considerable quantities of spars; I have supplied the navy for the last three years with Norway spars, which are by far the best which are used; the Commissioners of His Majesty's navy always make their contract in those articles; they do not give way under the press of sail.

Have you had any experience of American spars?—I have never tried them; I know the article very well; they seldom come in any large quantities into this market; and the distance of the carriage would, I apprehend, in some measure render them cloated, that is perished, in part, before they come here.

You have stated that the pitch pine and the red pine are principally the produce of the United States of America; are they imported into this country as the produce of the United States of America, or do they come here through the medium of Canada?—The pitch pine comes directly from the United States; the red pine also comes through the same channel as the Canada timber, the river Saint Lawrence.

And to a considerable extent?—Certainly.

Are your dealings as a timber merchant considerably more in Baltic timber than in American timber?—Formerly so to a very great extent, but they have approached nearer to an equality lately.

Have your general profits as a timber merchant been much diminished by the imposition of the high duties, the sale of the American timber being substituted in the place of Baltic timber?—The fall of the market has unquestionably produced a diminution of profit to the stock keeper, we being generally large holders.

Independently of that circumstance, do you not conceive your profits to have been diminished by the diminished scale of building, and enterprize of that description throughout the country?—I think it has been owing to the circumstances of the times, not to the price of the timber at all.

Do you take the whole sale of timber to have diminished?—No, certainly not; I think the American timber has increased it; upon the whole, taking bulk for bulk, there has been as large a consumption of bulk as heretofore, but at a very different ratio in price.

Has there not been of late years a great demand for timber for building small houses in the vicinity of London?—Doubtless.

Has not that demand much augmented?—It has, and it has been principally confined to the American timber.

Is the American timber much employed in the planking of ships?—They did use the red pine, but I think it gets out of reputation.

Within the last two or three years has the sale of Baltic timber continued to diminish?—Certainly; when I spoke before, I spoke of the quantity altogether; the American has superseded the Baltic timber, the price is so much lower.

If the duties were the same, do you believe there would be any American timber used?—Not one stick.

Nor one deal?—I do not think there would.

What do you conceive to be their relative value?—I think the red pine timber

John White, Esq.

would be in the proportion to Memel timber of 4*l.* 10*s.* to 6*l.* I take the price 6*l.* being the price in the market at present of Baltic timber at first hand.

The freight of bringing timber from America is greater than the freight of bringing it from the Baltic?—Unquestionably.

Supposing there was a difference of duty in favour of the American timber, just such as to compensate the difference of freight, are you of opinion there would then be any use of American timber?—Certainly not; I think a few American deals might find their way here as back carriage.

You think there are no purposes for which American timber would then be employed in preference to Baltic timber?—I believe it (the American) answers the purposes of musical instrument makers and blind makers, better than Baltic timber, but the sale for those purposes would be very small.

Do you know of any distinction in trade between larch timber and fir timber?—Certainly, they are very different.

State the different qualities?—I have seen occasionally the foreign larch timber, but very seldom; English larch timber I am very well acquainted with; the larch timber is hard to work, does not stand extremely well, and is certainly more than half sap, whether that sap will endure or not for any period of years, I have not had experience enough to know; I speak of English and Scotch larch; the foreign larch appears to me to be of considerably different quality, to grow much slower, and to be tougher, but I have seen very little of it; it is a very rare thing to appear; it comes sometimes in an Italian ship.

Where should you class the English larch?—I should class the larch above, and I think it would fetch more than the soft American timber; between the soft pine and the red pine.

How would you class the foreign larch?—It is not an article in the market so as to enable me to judge; I think it would find its value, but it is not an article on which we have been able to fix any comparative value.

Is it full of turpentine?—No.

Can you state the proportion between the importation of red pine which comes through Canada, and the whole importation of timber from Canada?—I think the red pine is not now imported in a large proportion, government not making large demands for it.

Do you know of any means by which the specific quantity of timber, the produce of the United States, but imported into this country through Canada, can be estimated?—I think Mr. Osborne could give that information.

Was there no importation of Canada timber at all previously to the imposition of the large duties?—Yes; but not to any large extent; it was principally confined to pitch pine timber, which is, as I have said before, the produce of the United States, I believe almost exclusively.

Can you state whether oak timber from the Baltic is felled for the purpose of saving the bark in the winter?—I have heard that it is winter-felled.

Would you give that as a reason why the English oak is not so good for the purpose of wainscotting as the foreign?—The Riga oak which comes in the log is always best esteemed by us when it has the bark on, which it generally has.

Do you know at what period of the year the American timber is felled?—I do not know, but I should think in the winter, because of the facility afforded by the snow to get it over the ground. I have been in Norway; the general mode of the conveyance of timber in Norway, is to fell it upon the snow, draw it upon the snow, and take the chance of the dissolution of the frost to carry it down the rivers; and I have no doubt it is the same in North America.

Does the American timber come to you with the bark on?—Very seldom, it is generally without; I have seen the bark.

Have you formed any opinion as to the principal causes of the dry rot?—Unquestionably I have.

State them to the Committee?—A stagnant atmosphere and moisture not free from air nor with a free circulation, but where the atmosphere is stagnant; there it is that it increases rapidly.

Are you of opinion no species of timber is subject to the dry rot, except from the causes you have mentioned?—Certainly; I am not a believer in spontaneous vegetation.

Is it not very infectious?—Wherever there is moisture and this kind of atmosphere it is very sure to increase; in a very wet place it does not increase.

Do

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Do you suppose that, under the same circumstances, Norway timber and American timber would acquire the rot in the same space of time?—I am quite sure they would not, nor would they in a green wall, nor in the hold of a ship; we never knew a Norway ship to have the dry rot.

John White, Esq.

Would not a stagnant atmosphere produce the dry rot in Norway timber?—I will not say it would not; but we have had ships come to us of eighty or ninety years old, and one is now breaking up, and there is not the least appearance of dry rot in her.

Have you ever known the American timber have the dry rot and the Norway escape?—No, that will catch the dry rot too.

[The Witness is directed to withdraw.]

Ordered, That this Committee be adjourned to Thursday next, twelve o'clock.

Die Jovis, 8^o Junij, 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of adjournment read.

John William Buckle, Esquire.

Is then called in, and Examined as follows:

IN what business have you been engaged chiefly?—As Ship-owner.

How long?—For about eighteen years.

J. W. Buckle, Esq.

What is the principal description of shipping you have been concerned in?—In the South American trade, and in the free trade to the East Indies; also in the general shipping trade of the country, but more particularly in those branches I have mentioned.

Have you been concerned in the trade with the British North American colonies?—I have not.

Are you sufficiently acquainted with it, however, as to be able to give information to the Committee respecting any changes which have taken place in it for the last twelve or fourteen years?—With respect to the employment of the tonnage engaged in that trade, being in the situation of Chairman to the Committee of Ship-owners, I am pretty much acquainted with the extent of tonnage which has been engaged in that trade, and more particularly for the last seven years. In that situation it has come before me to consider the representations of the ship-owners who were more immediately engaged in it, and upon which I grounded any representation which they wished the committee to make to His Majesty's government.

What particular class of ship-owners do you mean?—A committee of ship owners of the port of London, who are in correspondence with the ship-owners of the several out-ports, from whom they are in the habit of receiving communications upon occasions generally affecting the shipping interest of the united kingdom; and more particularly on the present occasion, very great anxiety and great interest have been expressed by the ship-owners at large, and copies of their several memorials and petitions have been sent to our committee, with a request that we will endeavour to obtain the prayer of them by every means in our power.

Has the tonnage employed in the trade with the North American colonies experienced any considerable increase during the time you have been acquainted with the circumstances of that trade?—Very considerably.

To what do you attribute that increase?—To the increased demand for the timber imported from that country.

How do you account for the increased demand that has taken place?—As a ship-owner, I only know that a very considerable increased demand has taken place for tonnage in that trade; from my personal knowledge, I cannot state the cause of that increased demand, but I should presume it to have arisen from the lower price of British American timber to that imported from the Baltic.

Are you of opinion then that any remission or diminution of the duties upon timber imported from the Baltic, which would have the effect of lowering the price of that article, would produce injurious consequences to the shipping interests?—I am decidedly so, and I ground that opinion upon the information that I have

J. W. Buckle, Esq. received from many gentlemen, very fully informed upon the subject, not only those who are interested upon the subject, but those to whose opinion I pay the greatest respect.

Can you state to the Committee the grounds of the opinion which has been so formed?—The price at which I understand American timber to be selling, at the present time, certainly does not leave any profit, but on the contrary appears to me not to leave sufficient to the importer to continue even the present low rates of freight, and consequently if any duty was laid upon that article, or any reduction of the duty upon timber imported from the north of Europe, it could not come into rivalry with that article, and we could not expect the North American merchants to engage our ships farther in the trade.

You are of opinion, then, that the present high rate of duty upon Baltic timber is barely sufficient to compensate the difference between that and the timber imported from the North American colonies?—I am.

—If in the event of an alteration of duties taking place, a smaller quantity of shipping were employed in the importation of timber from the North American colonies, are you of opinion that that shipping would not find employment elsewhere?—I cannot think it would be possible; for when I look at the very large amount of the tonnage, and the very great proportion it bears to the whole of the foreign trade of the united kingdom, I look with the most serious alarm to the consequences which must ensue to the shipping interest; for I will beg to state to the Committee, that the tonnage employed in the British North American trade forms one-fourth of the whole of the tonnage engaged in the foreign trade of the united kingdom. When I speak of the total foreign tonnage, I exclude the ships trading to Ireland, and the islands in the British Channel.

Can you state the amount of the tonnage entered outwards last year?—The whole of the tonnage entered outwards, to all parts of the world, is 2,254,937 tons, which includes the respective voyages. Of this I believe that the tonnage cleared outwards for Ireland, and the islands in the Channel, is about 800,000.

Have you any written document containing all this?—I speak from my own memorandums. The tonnage engaged in the British North American trade is 340,537 tons.

Is that the whole of the American trade?—No; of the British American only.

How many voyages, upon an average, does each ship make to the North American colonies in the year?—The greater part of them make only one; I have a comparative account, on which I form the data of the amounts I have stated, and upon looking at it I find rather less than 800,000 tons for Ireland and the islands in the British Channel.

In stating the tonnage employed in the trade with the North American colonies to bear the proportion of one-fourth to the general trade, you have probably referred to the amount of tonnage employed in that trade during the last two years?—I have now confined myself, in speaking of figures, to the last year.

Would it bear any thing like the same proportion in any former year, or on an average taken from any number of years?—It will certainly not bear the same proportion in the former years.

Has not the tonnage employed in the trade with the North American colonies in the importation of timber been considerably increased during the last year or two, from an apprehension that the duties on timber imported from the Baltic might be taken off or diminished at the period fixed upon for a re-consideration of the subject, and from a consequent apprehension that the importation of timber from the North American colonies into this country, if delayed, might take place under less favourable circumstances?—I am unable to answer that from my personal knowledge, not being engaged in the timber trade, as I before observed; but my impression is, that the low rate of freight has in some measure, and perhaps very considerably, conduced to this increased importation; and from the information I have received from merchants, I am not inclined to think there will be any falling off in the trade, should the duties continue upon their present footing. I would beg to observe to the Committee, that the increase has been regular from the year 1814 to the present time; and I should further observe, that the increase between the years 1814 and 1815 is greater than between the last two years, and the increase between 1817 and 1818 is still more.

The Witness delivers in a Statement, which is read, and is as follows:

The Number of Ships cleared out from Great Britain to the British North American Colonies was,

	Ships.	Tons.	Men.
In the Year 1814 - - -	576	112,734	6,707
1815 - - -	871	174,575	9,701
1816 - - -	772	160,375	8,821
1817 - - -	1,009	194,996	10,370
1818 - - -	1,327	288,501	15,108
1819 - - -	1,525	340,537	17,634

If then the importation of timber from the North American colonies has been progressively increasing for many years, how do you explain the opinion which you have given, that the trade is hardly attended with profit to the importer, and that the rate of duties upon the Baltic timber hardly compensates for the difference between that and the North American timber?—Although the trade is not at the present moment profitable, it has been so in former years.

If then it has ceased to be profitable at the present rate of duties, upon what do you found the expectation that you have expressed, that the increased state of importation, and consequent employment of tonnage will continue?—Upon the information I have received from merchants. I will repeat that I cannot speak from my own personal knowledge, as I know nothing connected with the cargoes.

Did you understand those merchants to be of opinion that it will speedily again become more profitable, or that, without its being profitable, the trade will continue to its present extent?—I should be much better satisfied that evidence upon this point was given by merchants direct.

You are of opinion, from your answer to a former question, that the rate of British freight has considerably diminished; can you state to the Committee, at what time, and to what extent, that diminution has taken place?—In the year 1810 the freight was as high as 7*l.* 10*s.*; in the year 1811 it fell to 7*l.*; in the year 1812 it was five guineas; in the year 1813 it was 6*l.*; in the year 1814 it was 5*l.*; in the year 1815 it was 4*l.*; since which period it has been falling gradually to the present low rate.

What is the present rate?—2*l.* 10*s.* or perhaps it may be taken at an average of 2*l.* 5*s.*

Does that amount include the insurance?—That is the rate of freight paid to the ship-owner, independently of the insurance.

Are you acquainted with the shipping trade to the Baltic?—No, I am not.

Is there any particular branch of trade in which British and ships of other European powers are employed, in which you can state the comparative rates of freight of each?—No, there is not.

Can you state whether, in point of fact, the ships employed in trade by the Northern powers of Europe are renewed, or likely to be renewed, as fast as they decay; or whether the number of them so employed is likely to be diminished?—I am not, of my own knowledge, able to give the Committee any information upon that point. Looking, however, at the comparative heavy expense at which British ships are sailing, I cannot doubt but that they will be renewed.

Are the ships employed in the trade with the North American colonies navigated exclusively by British seamen?—Principally so. There are very few foreign sailors employed in the commercial marine of this country during peace.

You cannot state the proportion?—No; of course the number is greater in time of peace than in time of war.

Of English seamen?—Yes; in time of war we are allowed to carry foreign seamen to a greater extent.

Do you know of any vessels engaged in the Canada trade that make two voyages in a year?—It may be the case, but very partially.

To what do you attribute the present low rate of freight?—A general depression of the shipping interest, and a surplus tonnage to carry on the trade of the country.

J. W. Buckle, Esq.

Do you not attribute it, in a great degree, to the great demand which in the latter years of the war took place for transports, and the cessation of that demand in consequence of the peace?—I attribute it in a great measure to that circumstance; but it will be observed, that the North American timber trade has very much increased since that period, and has given employment to a considerable proportion of that tonnage.

Can you state the quantity of tonnage employed in the transport service, in 1813?—I cannot, from my recollection, at this moment; but if the Committee think proper, I can put it in at a future period.

When these causes shall have ceased to operate, what, in your opinion, will be the rate of freight in this particular trade?—I should expect from 3*l.* to 3*l.* 10*s.*

Do you think either of these causes is likely to cease?—No.

If the causes you state continue, will the surplus tonnage, when worn out, be replaced at the present rate of freight?—I should certainly think not.

Do you employ the timber of our North American colonies in your own ships?—To a certain extent.

To the same extent as formerly?—I think so.

For what purpose is it used?—We use their masts, spars, &c.

Do you employ any Baltic timber?—Yes; for the decks, sheathing, &c.

Are those masts and spars of which you speak, the produce of our North American colonies?—I believe they are.

They are not pitch pine?—No.

What proportion of the wood of the North American colonies do you use as masts and spars?—Very few parts of the North American colonies produce them.

What proportion does each ship use, according to the best of your knowledge?—I cannot answer that question.

But is not the greater proportion of the masts and spars used by such ships, of the Baltic timber?—I think not.

You think the greater proportion is the produce of North America?—Yes.

Is that British North America?—Yes.

Do you mean in shipping in general, or your own shipping?—I speak of the experience of my own shipping.

Do you use any Baltic masts and spars for your own shipping?—No, very rarely; I give the preference to the American, being much cheaper, though not quite so good; yet from experience I have found them almost as durable.

Do you know whether that is the general practice of the trade?—It has been so with my house for many years, and I have no doubt is with many other ship-owners.

But should you not very much prefer Riga masts and spars, if you could get them at the same expense?—Yes, certainly.

In point of quality they are much preferable?—Yes, they are.

Do you ever use the timber of our North American colonies for the decks of any of your ships?—No.

Can you state whether the whole tonnage employed in the trade with Norway has increased or decreased lately?—Both in the inward and outward trade it has decreased in the last year.

But can you state from the year 1810?—No.

Only for the last year?—From the comparison of the last two years I speak.

Can you state whether the proportion of the British tonnage employed in that trade has increased?—It has decreased.

Can you state in what proportion?—As between 1818 and 1819, speaking of the outward and inward trade, the inward British tonnage from Norway in 1818 was 21,996, and in 1819 it was 17,087; the foreign tonnage in 1818 was 85,984, and in 1819 it was 83,438. I have only now spoken of the inward British and Foreign trade. The outward British tonnage in 1818 was 12,887, and in 1819 it was 11,760; the Foreign in 1818 was 72,018, and in 1819 it was 64,305.

Do you know whether the insurance is the same on a British as on a Foreign vessel?—In short voyages there is very little difference. In the summer season not any.

Is there any considerable addition upon longer voyages?—I am not informed upon that subject.

You have mentioned that the shipping interest has been very much deteriorated of late?—Very much.

You have mentioned that that has been occasioned, among other things, by the overdoing

overdoing of the trade?—It has been occasioned by an excess of tonnage, which found employment during the war. *J. W. Buckle, Esq.*

In short, by having overdone the trade?—It was the tonnage which found employment during the war; but by the course of trade, since its termination, finding its way into other channels, is thrown out of employment.

Then one of the evils to which it was exposed, and is now suffering under, is, that there was a greater quantity of tonnage from various circumstances employed before, than there is employment for now?—Yes, arising in a great measure from sources of commerce in which we now have competitors, but which was not the case during the war.

The Witness here delivers in a Statement, which is read, and is as follows:

A Comparative Statement of BRITISH and FOREIGN TONNAGE cleared Outwards from the Ports of Great Britain in the years 1818 and 1819; showing the Increase and Decrease to each Place.

KINGDOMS and STATES.	Year.	BRITISH TONNAGE.			FOREIGN TONNAGE.		
		Cleared Outwards.	Increase.	Decrease.	Cleared Outwards.	Increase.	Decrease.
Russia - - - - -	1818	172,330	—	43,852	29,684	—	4,182
	1819	128,478			25,502		
The Baltic - - - - -	1818	1,125	—	1,125	17,693	—	1,286
	1819	—			16,407		
Sweden - - - - -	1818	10,583	—	3,516	22,774	—	5,339
	1819	7,067			17,435		
Norway - - - - -	1818	12,887	—	1,127	72,018	—	7,713
	1819	11,760			64,305		
Denmark - - - - -	1818	67,710	—	4,649	73,358	—	34,669
	1819	63,061			38,689		
Prussia - - - - -	1818	72,159	—	36,201	73,219	—	16,023
	1819	35,958			57,196		
Germany - - - - -	1818	94,119	451	—	45,843	—	17,423
	1819	94,570			28,420		
Belgium - - - - -	1818	70,080	—	6,930	114,915	—	52,517
	1819	63,150			62,398		
France - - - - -	1818	96,617	—	21,326	51,387	3,422	—
	1819	75,291			54,809		
Portugal - - - - -	1818	36,023	—	2,257	7,251	—	2,160
	1819	33,766			5,091		
Spain - - - - -	1818	31,124	—	5,352	12,657	—	4,874
	1819	25,772			7,783		
Gibraltar - - - - -	1818	11,928	—	1,128	1,331	—	899
	1819	10,800			432		
The Mediterranean - - - - -	1818	1,276	—	856	3,341	—	887
	1819	420			2,454		
Italy - - - - -	1818	63,372	—	29,449	854	623	—
	1819	33,923			1,477		
Malta - - - - -	1818	8,391	—	1,233	—	—	—
	1819	7,158			—		
Ionian Islands - - - - -	1818	887	—	780	—	—	—
	1819	107			—		
Turkey - - - - -	1818	12,568	—	6,053	—	598	—
	1819	6,515			598		
Foreign Parts - - - - -	1818	—	—	—	1,423	169	—
	1819	—			1,592		
Ireland - - - - -	1818	763,622	31,873	—	—	—	—
	1819	795,495			—		
Isle of Man - - - - -	1818	21,413	867	—	—	—	—
	1819	22,280			—		
Guernsey - - - - -	1818	23,389	—	1,480	140	—	140
	1819	21,909			—		

(continued)

68 MINUTES OF EVIDENCE (*before Committee of Lords*) ON FOREIGN*J. W. Buckle, Esq.*

KINGDOMS and STATES.	Year.	BRITISH TONNAGE.			FOREIGN TONNAGE.		
		Cleared Outwards.	Increase.	Decrease.	Cleared Outwards.	Increase.	Decrease.
Jersey - - - -	1818	16,376	683	—	—	—	—
	1819	17,059			—		
Alderney - - - -	1818	1,024	—	44	—	6	—
	1819	980			6		
Asia - - - -	1818	109,871	—	38,281	2,545	—	271
	1819	71,590			2,274		
Africa - - - -	1818	16,378	711	—	—	—	—
	1819	17,089			—		
Greenland - - - -	1818	44,678	94	—	—	—	—
	1819	44,772			—		
Southern Fisheries - -	1818	18,576	—	3,908	—	—	—
	1819	14,668			—		
British N. A. Colonies -	1818	288,501	52,036	—	—	—	—
	1819	340,537			—		
British West Indies -	1818	216,059	10,159	—	—	—	—
	1819	226,218			—		
United States - - - -	1818	39,130	—	14,104	137,624	—	32,085
	1819	25,026			105,539		
Foreign West Indies -	1818	25,193	—	7,445	2,097	—	1,458
	1819	17,748			639		
Foreign Continental Colonies - - - -	1818	53,678	—	11,908	1,118	—	1,121
	1819	41,770			67		
—	—	—	96,874	243,004	- -	4,818	186,047

The questions you have been asked at present have been with respect to the relative employment of shipping in the British American and the Baltic trade; can you state to the Committee, as a person very conversant in that business, what the means would be, or whether there are any means that you think Parliament could devise, to bring the shipping interest back again into the situation in which it formerly was, or considerably to improve the present state of it?—I have many suggestions to offer to the Committee, which I think may tend to the improvement of the British shipping interest, and with which I shall be prepared, if I am called upon by the Committee to give evidence.

[The Witness is directed to withdraw.]

Die Martis, 20^o Junij, 1820.

The MARQUESS OF LANSDOWNE in the Chair.

ORDER of adjournment read.

James Borthwick, Esquire,

Is then called in; and Examined as follows:—

James Borthwick, Esq.

WHAT is your profession?—A Timber Merchant in Leith.

Are you acquainted with the contents of this paper? [*A paper being shown to the Witness.*—I am.

Did you draw it?—I did.

Do you know the facts stated in it to be true?—Yes, they are all stated on the actual measurement of the deals imported into Leith in 1818, of which I have got a certificate from the Shore Dues Office; we collect the shore dues by actual measurement; they do not measure the deals themselves, but get it from the invoices of the cargoes. It may be proper to mention, that when I sent this Memorial to the Chancellor of the Exchequer, I at the same time furnished him with an exact specification

cification of every cargo, mentioning the persons who had imported it, and certified by the proper person in the office; which the Chancellor of the Exchequer has.

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Any opinions you have expressed in that Memorial, are they or not such as you, as a professional man, are ready to deliver on your oath?—Yes.

The Witness delivers in the Paper, which is read, and is as follows:

REMARKS on the system of levying Duties on Deals and Battens, by the hundred of 120 pieces, and at so low a rate that the Merchant finds it his interest to import Deals and Battens rather than unsawn Timber; whereby not only the Saw Mills of this Country, but likewise the Sawyers, a valuable class of Labourers, are deprived of Employment; with Calculations, showing how much the Revenue would be increased, if Deals and Battens were charged with Duty according to their Cubic Contents; and (as being manufactured articles) at a higher rate than Timber, the raw Material; as is practised in the case of Oak Deals, commonly called Planks.

Note.—In the language of the Customs, Wood is the general term comprehending timber, deals, and battens. When in the form of a hewn tree or log, it is called Timber; when sawn into thin pieces, it is denominated Batten, if not above seven inches broad; and Deal when exceeding that breadth. In this paper these terms are so used.

According to the present tariff, European fir deals may be said to pay duty by number alone, for the scale by which they are taxed is so wide as to have scarcely any reference to their value. Deals, whatever be their breadth, eight feet, and not above 20 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, pay 20*l.* 15*s.* 8*d.* per hundred of 120 pieces. Hence it follows, that 120 deals, 10 feet long, 3 inches thick, and 8 inches broad, which contain only four loads of wood, pay at the rate of 5*l.* 3*s.* 11*d.* per load; whilst 120 deals, 20 feet in length, 3 inches in thickness, and 12 inches broad, which contain 12 loads of wood, pay at the rate of only 1*l.* 16*s.* 7½*d.* per load. A more unequal mode of taxing deals than this, it is hardly possible to imagine. It is prejudicial to the merchant, because it obliges him to confine his purchases to the markets where large-sized deals are to be had; and because it makes too much depend on the activity of the foreign agent, in securing those of the most suitable dimensions. It is prejudicial to the country, as it enables the merchant, by a judicious assortment of his cargo, to evade the duty, and to import deals much cheaper than they can be manufactured here, thereby depriving the sawyers and saw mills of work: it is still further prejudicial to this country, as it has nearly annihilated the trade with Norway, the deals of that country being of so small a size as to be almost prohibited by the unequal mode of levying the tax; and the trade with Norway was peculiarly valuable, because the Norwegians never drew their returns in money, but took in exchange colonial produce and British manufactures, to the full value of their timber and deals. Any one of these considerations is sufficient to entitle the subject to the serious consideration of government; and if the inequality in the rate of duties on timber and deals, so baneful in its effect, be found to exist, they will no doubt apply the most effectual remedy. The pernicious effects of the present mode of taxing fir wood is but too apparent, from the returns of Customs, which show clearly that two-thirds at least of the European fir wood used in Britain are imported in the shape of deals and battens, and that consequently large sums of money are annually remitted to foreign countries for the sawing of timber. But it is still more forcibly demonstrated by the fact, that the whole of the saw mills which used to be employed in sawing foreign timber, are now, without perhaps a single exception, altogether abandoned, or worked merely to keep the machinery in order, until such time as an alteration on the duties shall take place.

In calculating the amount of loss sustained by the revenue, in consequence of deals and battens being charged by the hundred pieces, instead of their cubic contents, the great difficulty is to ascertain with accuracy the average contents of the deals imported into Great Britain. It is not enough to discover, that deals usually imported, vary in length from 12 to 20 feet, and in breadth from 9 to 11 inches; and that the average of these dimensions is 16 feet in length, and 10 inches in breadth, for there may be, perhaps, 50 deals imported of 20 feet in length, for one of 12 feet, and *vice versa*. The Custom-house records can tell nothing, for it is enough for the Custom-house officers, that the deals imported do not exceed 20 feet in length, and $3\frac{1}{4}$ inches in thickness; they have no occasion to inquire how many

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there are of the different lengths between that and 8 feet; their ideas on the subject must, therefore, of necessity, be extremely vague. The only way in which the Custom-house can give information that may be at all relied on, is by an actual survey of the deals in bond, and that not by a cursory glance, but by actual measurement. Unless the whole are measured, and an average of their cubic contents struck, there is a risk of falling into the same error; for the officer of customs who inspects the bonded yard, finding that there are in it deals from 12 to 20 feet in length, and from 9 to 11 inches in breadth, may naturally enough report the average length to be 16 feet, and the average breadth 10 inches; whilst, perhaps, the average length of the whole deals, if taken collectively, might be 18 or 19 feet, and the average breadth $10\frac{1}{2}$ or $10\frac{3}{4}$ inches.

The importations into Leith of late years, to which the Memorialist has paid particular attention, will, he is confident, average little less than ten loads of timber per hundred deals. He has not access to know, with equal accuracy, the dimensions of deals imported into other ports; but it cannot be denied, that it is the interest, and will be the endeavour of every intelligent British merchant, to import deals and battens of such dimensions as to come under the lowest rate of duty; nor can it be doubted, that great exertions will be made abroad to manufacture deals suited to the British duties; since each foot in the length of a deal makes a difference upon the duty with which it is charged, of from 10 to 12 per cent. of its first cost; and every difference in its breadth and thickness has a similar effect. It may therefore safely be concluded, that the deals imported into this country will average $9\frac{1}{2}$ loads of wood per hundred; but to make ample allowance for the difficulty of overcoming habit and prejudice, eight loads of wood only per hundred deals are taken as the basis of the following calculations.

If a hundred deals which pay a duty of 20 *l.* 15 *s.* 8 *d.* contain 8 loads of wood, then the duty which they pay per load is 2 *l.* 12 *s.* *; and the amount of revenue from deals divided by 2 *l.* 12 *s.* gives in loads of 50 cubic feet, the quantity of wood imported in the shape of deals.

In the parliamentary Returns of Revenue, deals and deal ends are classed together, and battens and batten ends together; and as, in proportion to their cubic contents, they pay nearly the same duty, and their number being comparatively small, we shall put the whole together. The whole revenue from European fir deals, deal ends, battens and batten ends, in the year 1818, amounted to 659,751 *l.* 2 *s.* 7 *d.* which divided by 2 *l.* 12 *s.* (the duty on deals per load, reckoning 8 loads of wood to the hundred deals) gives 253,750 loads as the quantity of wood contained in the deals and battens imported in the year 1818. The revenue from fir timber that year amounted to 407,652 *l.* 19 *s.* 1 *d.* which divided by 3 *l.* 5 *s.* (the duty on timber per load) gives 125,432 loads as the quantity of fir wood imported in the shape of timber. The whole importation therefore of European fir wood in the year 1818, amounted to 379,182 loads, whereof fully two-thirds were imported in the manufactured state of deals and battens. And deals and battens, the manufactured article, paid 20 per cent. less duty than timber, the raw material; instead of which, to afford reasonable encouragement to the sawyers and saw mills of this country, deals and battens ought to pay at least double the rate of timber, considering that they contain the most valuable part of the tree, and that there is a very considerable waste in converting timber into deals and battens. Indeed, if deals and battens paid according to their cubic contents, it would follow as a matter of course, that they would be charged at a considerably higher rate per load than timber, for it could never be the intention of government that the raw material should pay a higher duty than the manufactured article. And that timber is now charged with a higher duty than deals, can only be accounted for by the supposition, that at the time the duties were first rated, deals of small dimensions were usually imported. So long as the duties bore a small proportion to the cost of the deal, the merchant would continue to import the most convenient size, without regard to its cubic contents; but when the duty came to be double the cost of the deal, his attention was necessarily directed to the saving of duty, and deals of large dimensions were consequently introduced. The most effectual way of making deals pay the proper rate of duty, is to charge them (by the load of 50 cubic feet), according to their cubic contents. It is preferable to a graduated scale

* The exact duty is 2 *l.* 11 *s.* 11 $\frac{1}{2}$ *d.* but 2 *l.* 12 *s.* is taken for ease of calculating.

scale of lengths, because it equalizes the duty in respect to breadth and thickness, as well as length. The annexed States show, in three different views, the probable effects on the revenue, if deals and battens were charged with duty according to their cubic contents, as is at present practised in the case of oak deals, commonly called planks, by each of which it appears the revenue would be considerably improved.

The *First State* supposes the duty on timber to remain as at present, at the rate of 3*l.* 5*s.* per load, and deals and battens to be charged at same rate, according to their cubic contents.

The *Second State* supposes the duty on timber to remain as at present, at 3*l.* 5*s.* and deals and battens to be charged at 6*l.* 10*s.* (double the rate of timber), and that one-third only, instead of two-thirds, of the whole importation of fir wood will then consist of deals and battens.

The *Third State* supposes fir timber to pay only 2*l.* 10*s.* per load, and deals and battens to be charged 5*l.* (being double the rate of timber,) and that only one-third, instead of two-thirds of the whole importation of fir wood will then consist of deals and battens.

The first view is intended merely to show how much the revenue suffers from deals and battens not being charged according to their cubic contents, even on the principle of their paying nothing more than timber, the raw material. The second view shows what the revenue would gain by charging deals and battens, as manufactured articles, at a higher rate than timber, the raw material. The third view is meant to obviate the objections of Russia and Prussia, who might (however unreasonably) complain of a rise of duty on deals and battens, unless accompanied by a reduction of the duty on timber. No objection is anticipated from Sweden, as any change on the duties must be favourable to her, by which deals and battens are made to pay according to their cubic contents. Nor can either the Canadian, or the shipping interest, complain of a measure which may benefit, but cannot possibly injure them; for even if the duty on timber should be reduced to 2*l.* 10*s.* as proposed in the third view, yet it would not tend to increase the importation of European fir wood, if, as proposed, the duty on deals and battens were at the same time increased to 5*l.* per load, for the importation of deals and battens would be lessened as much as the importation of timber would be increased by the change.

The advantages that would result to the country from the proposed alterations, are as follow:

1. The duty will be more equally collected, and the revenue considerably increased:
2. Employment will be afforded to the sawyers and saw-mills of this country:
3. British manufactures will be again admitted into Norway and Sweden, from which markets they have been excluded, in consequence of their small deals paying as much duty per hundred pieces as the large-sized deals of Russia and Prussia; a circumstance which has proved ruinous to the trade of Norway, and highly prejudicial to that of Sweden.

The only objections that can be urged against the proposed alteration, is the expense and trouble of ascertaining the cubic contents of deals and battens; but considerations of expense or trouble should not be allowed to stand in the way of an improvement in which the best interests of the country are so deeply involved. Besides, where a high duty is imposed on an article, government ought, in fairness, to be at the expense of levying it equally. Before the year 1809, Norway timber, 8 to 10 inches square, paid only a duty of 9*s.* 3*d.* per load. A piece of timber of that description contains on the average about 7 cubic feet, so that at that time the duty on such a piece of timber came to about 1*s.* 3½*d.* Deals at present pay 20*l.* 15*s.* 8*d.* per 120 pieces, being 3*s.* 4½*d.* each. If government did not grudge the expense of measuring the cubic contents of a piece of Norway timber, in order to levy correctly a duty of 1*s.* 3½*d.* surely they will not now hesitate to incur a similar expense for levying the larger duty of 3*s.* 4½*d.*; and it cannot be denied, that from the uniformity of the size of deals and battens, a cargo of these will be measured at one-half the expense necessary to measure a cargo of Norway timber; at any rate, indeed, any objection on the score of expense can have no weight in this case, for whatever additional expense may be necessary, in order to collect the duty

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on deals and battens, according to their cubic contents, it will be nothing in comparison to the increase that will accrue from it to the revenue; and the difficulty of ascertaining the cubic contents, will, in a great measure, vanish, when the necessary regulations on the subject are adopted; for it is well known, that deals and battens are measured before being shipped, and both the invoice cost and freight are paid according to their cubic contents; the Petersburg standard hundred being a cubic measure, and containing exactly 165 cubic feet. The merchant has therefore a regular specification of his deals and battens, which he may be required to produce, as is done by the importers of other goods; and as there would then be no inducement to import one description of deals in preference to another, cargoes would consist of regular assortments, and the officer of customs would have little trouble in ascertaining their measure, especially as there are already published tables, by which, at one glance, deals may be converted into cubic feet.

The perfect practicability, and even ease, of taxing fir deals and battens, according to their cubic contents, is put beyond a doubt, by its being in fact the manner in which the shore dues of Leith are at present charged. The memorialist has been favoured with an extract from the books of that office, specifying the number and cubic contents of the deals and battens imported into Leith in the year 1818, which is herewith enclosed. This document is very important, as it fully confirms the annexed calculation, regarding the revenue from deals and battens; for it shows, that the deals imported into Leith that year, contained on the average $9\frac{2}{3}$ loads of timber per hundred pieces of deals; and in the annexed calculations of revenue, the average contents of the deals imported into Britain, is taken at 8 loads per hundred; which is making a very ample allowance for the possibility of less care being taken by the merchants in other parts of the country, to accommodate their importations to the actual state of the duties.

The loss to the revenue, from the present mode of taxing deals, cannot be better illustrated than by reference to the above-mentioned document; for it appears from it, that the importation of deals and battens into Leith, inconsiderable as it is, paid 11,674 *l.* 2 *s.* 8 *d.* less than would have been paid upon an equal quantity of wood imported in the shape of logs or unsawn timber.

In the annexed State, No. III. a deduction of 15 *s.* per load is supposed to be made from the duty on European fir timber, as a sort of equivalent for the proposed rise of duty on deals and battens; and it appears, that even under that supposition, the revenue of the country would be increased at least 275,530 *l.* 18 *s.* 4 *d.* by the change. If it be desirable that a still larger revenue should be drawn from fir wood, it could be done by imposing a duty of 15 *s.* or 20 *s.* per load on American fir timber, leaving the duty on European timber as at present. This, so far as European states are concerned, would have the same effect as reducing the duty on their timber 15 *s.* per load; namely, that of preventing the importation of European fir wood from being materially diminished; nor could the Canadians with any propriety oppose the measure, for they will not surely deny, that their trade is at present more than sufficiently protected; and it is very obvious, that as two-thirds of the fir wood imported from the continent come in the shape of deals and battens, the rise of duty on these articles would fully counteract any effect a duty of 20 *s.* per load on American timber would have on the importations from that country. An additional duty on European fir deals and battens, compensated by a duty on American fir wood, is further recommended by the consideration of its being a tax, from which a very large revenue might be drawn, without being sensibly felt by the country; whilst it would meet the wishes of all those who have erected buildings during the war, when wood of every description was extremely high priced; and it is almost superfluous to add, that the shipping interest must be benefited by any change whatever, which induces the importation of unsawn in preference to sawn timber; as it requires a considerably greater tonnage to bring home the requisite supply of wood, when it is imported in the shape of timber, than is necessary when it is manufactured abroad, and imported in the shape of deals and battens.

The memorialist states these circumstances to show, that relief may be afforded to the sawyers and saw mill owners of this country, without prejudice to any other party, and not only without loss, but with very considerable benefit to the revenue.

He

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He humbly conceives, therefore, that as a saw mill owner, he is warranted in contending, that such an alteration should be made on the tariff, either by reducing the duty on timber, or adding to the duty on deals and battens, as shall make it the interest of the merchants to import the raw material, timber, in preference to the manufactured articles, deals and battens; but he is willing to confine his demand to this only; the fir deals and battens be taxed according to the quantity of wood they actually contain; or in other words, that large deals be made to pay more duty than small ones. This can be done in two ways; namely, by taxing fir deals and battens, either according to their cubic contents, or according to a graduated scale, comprehending breadth and thickness, as well as length.

The memorialist is satisfied, that the present extraordinary state of the timber and deal duties, is owing solely to government being misled in regard to the actual dimensions of the deals and battens usually imported into this country; and he is confident, that if they were taxed according to the quantity of wood they contain, His Majesty's ministers would not fail to regulate the rates of duty, so as to afford reasonable protection to the sawyers and saw mill owners; for he cannot imagine that it is the wish of government, either that the owners of saw mills should be ruined, or that the sawyers (a valuable class of labourers) should be deprived of employment; yet that such is the effect of the duties as they now stand, is made manifest by the circumstance already alluded to, namely, that more than two-thirds of the European fir wood annually imported into Great Britain, come in the shape of deals and battens; and that immense sums of money are annually remitted to foreign countries for sawing timber; and that, too, whilst our own saw mills are unemployed, and multitudes of labourers are daily emigrating.

STATE I.

In this Statement the Duty on Fir Timber is supposed to remain as at present, at 3*l.* 5*s.* per Load of fifty cubic feet, and Deals and Battens to be charged according to their cubic contents, at the same rate per Load as Timber, taking the Importations of the year 1818 as the data of the calculations.

Timber imported in the year 1818,
calculated from the Parliamentary
Returns of Revenue, as stated in
the foregoing Paper - - - 125,432 Loads.
Deals, Battens, Deal Ends and Bat-
ten Ends - - - - - 253,750

379,182 Loads, at 3*l.* 5*s.* per Load -

£. s. d.

1,232,341 10 —

Deduct amount of Revenue from European Fir Timber in the year 1818,
per Parliamentary Return - - - - £. 407,652 19 1
Ditto from Deals and Deal Ends - - - - 603,385 14 —
Ditto from Battens and Batten Ends - - - - 56,365 8 7

1,067,404 1 8

Increase of Revenue under this view - - - £.

164,937 8 4

The proportion of deals and timber imported would probably be little if at all affected by this change, for so long as deals and battens pay no higher than timber, it will be the interest of the merchant to import deals and battens in preference; because, in order to manufacture deals and battens in this country, he must pay freight and duty on at least one-fourth part more wood, to make allowance for the waste occasioned by slabbing and saw-drafts, &c.

Note.—In the above State, the deals imported into Britain are supposed to average only 8 loads per hundred; but it appears from the Shore Dues Office Returns at Leith, that the Importation into that port averaged $9\frac{1}{2}$ loads. If the importations into other ports of the country are as well adapted to the duties, the increase of revenue would be 354,614*l.* 9*s.* 11*d.*

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STATE II.

In this Statement the Duty on Timber is supposed to remain as at present, at 3*l.* 5*s.* per Load, and Deals and Battens to be charged according to their cubic contents, at 6*l.* 10*s.* per Load (being double the rate of Timber), and that in consequence of Deals and Battens paying a higher Duty than Timber, one-third only, instead of two-thirds of the importation of Fir Wood, will consist of Deals and Battens. The importations of Fir Wood in the year 1818 are here also taken as the data of the calculations.

The whole quantity of European Fir Wood imported in Timber, Deals and Battens, in the year 1818, as per State I. amounted to 379,182 loads.

Two-thirds of said importation, supposed to consist of Timber, give 252,788 loads, the Duty on which, at 3*l.* 5*s.* per load, amounts to -
One-third of said importation is supposed to consist of Deals, Deal Ends, Battens and Batten Ends, give 126,394 loads, the Duty on which, at 6*l.* 10*s.* per load, is - - - - -

£. s. d.

821,561 — —

821,561 — —

1,643,122 — —

1,067,404 1 8

575,717 18 4

Deduct amount of Revenue from European Fir Wood, in }
the year 1818, as per State I. - - - - - }

But as it is supposed in the above calculation, that one-half of the Deals and Battens formerly imported will now be manufactured in this country, a considerably larger quantity of Timber, at least to the extent of 25 per cent. must be imported to make up for waste, by slabbing, saw-drafts, &c. being 31,598 loads, 3*l.* 5*s.* -

102,693 10 —

Increase of Revenue under this view - - - £.

678,411 8 4

Note.—This Statement is likewise calculated at 8 loads per hundred deals; but if calculated at $9\frac{4}{5}$ (the average of Leith importations,) the increase of revenue would be 828,609*l.* 18*s.* 4*d.*

STATE III.

In this Statement the Duty on Fir Timber is supposed to be reduced to 2*l.* 10*s.* per load, and Deals and Battens to pay 5*l.* per Load (being double the rate of Timber), and in consequence of Deals and Battens then paying a higher Duty, only one-third instead of two-thirds of Fir Wood imported, will consist of Deals and Battens. The importations of European Fir Wood in the year 1818 are here also taken as the data of the calculations.

The whole quantity of European Fir Wood imported in Timber, Deals and Battens, in the year 1818, as per State I. amounted to 379,182 loads.

Two-thirds of said importation, supposed to consist of Timber, give - - - - - 252,788 loads - 2*l.* 10*s.*
One-third of ditto, to consist of Deals and Battens - - - - - 126,394 ditto - 5*l.* - -

£. s. d.

631,970 — —

631,970 — —

1,263,940 — —

1,067,404 1 8

196,535 18 4

Deduct amount of Revenue from European Fir Timber, }
Deals and Battens, as per State I. - - - - - }

Duty on additional importation of Timber, necessary to allow for loss of slabbing, saw-drafts, &c. on Deals and Battens supposed to be manufactured in this country, instead of being imported, as per State II. - 31,598 loads, at 2*l.* 10*s.* is - - - - -

78,995 — —

Increase of Revenue under this view - - - £.

275,530 18 4

Note.—In this State, as well as in the two foregoing, 8 loads are supposed to be the average of each hundred deals; but if $9\frac{4}{5}$ loads (the average of Leith importations,) are taken as the basis of the calculation, the increase of the revenue would be 391,075*l.* 18*s.* 4*d.*

STATEMENT,

Showing the quantity of European Fir Wood imported into Leith in the shape of Deals and Battens, in the year 1818, with the Duties paid thereon; and showing what Duty would have been paid on the same quantity of Wood, if it had been imported in the form of unsawn Timber.

	Duty as Deals.			Duty as Timber.		
	£.	s.	d.	£.	s.	d.
27,590 Deals paid a Duty of 20 <i>l.</i> 15 <i>s.</i> 8 <i>d.</i> per 120 pieces, amounting to - - - - -	4,778	8	8	—		
They contained 113,343 cubic feet of Wood, which, charging at the same rate as Timber, viz. 3 <i>l.</i> 5 <i>s.</i> per load, is - - - - -	-	-	-	7,367	5	10
27,062 Deal Ends paid a Duty of 7 <i>l.</i> 1 <i>s.</i> 9 <i>d.</i> per 120 pieces, amounting to - - - - -	1,598	6	11	—		
They contained 46,205 cubic feet of Wood, which, at the rate of 3 <i>l.</i> 5 <i>s.</i> per load, is - - - - -	-	-	-	3,003	6	6
122,014 Battens paid a Duty of 10 <i>l.</i> 11 <i>s.</i> 6 <i>d.</i> per 120 pieces, amounting to - - - - -	10,752	10	—	—		
They contained 257,171 cubic feet of Wood, which, at the rate of 3 <i>l.</i> 5 <i>s.</i> per load, is - - - - -	-	-	-	16,716	2	3
38,667 Batten Ends paid a Duty of 3 <i>l.</i> 11 <i>s.</i> 3 <i>d.</i> per 120 pieces, amounting to - - - - -	1,147	18	7	—		
They contained 44,071 cubic feet of Wood, which, at the rate of 3 <i>l.</i> 5 <i>s.</i> per load, is - - - - -	-	-	-	2,864	12	3
£.	18,277	4	2	29,951	6	10

Amount of Duty charged as Timber - - - - - £. 29,951 6 10

Amount of Duty charged as Deals - - - - - 18,277 4 2

Difference - - - - - £. 11,674 2 8

From the above Statement it appears that the deals imported into Leith in the year 1818, averaged $9\frac{2}{3}$ loads per hundred, and paid duty at the rate of 2*l.* 2*s.* 3*d.* per load, and the battens averaged $5\frac{3}{5}$ loads per hundred, and paid a duty at the rate of 2*l.* 1*s.* 10*d.* per load.

Note.—The above calculations being made from the Returns of the Leith Shore Dues Office, and reckoned as all imported in British-built vessels, will vary a little from the Custom-house Returns, but not so much as materially to affect the result.

Have you not erected a sawing mill in Leith?—Yes.

At what expense?—The expense of the house and machinery is 8,000 *l.* and the expense of the whole, which includes the water, which is paid for, amounts to upwards of 20,000 *l.*; that includes the moving power, which is of course a fair addition to the expense.

Have you of late been able to derive any profit from that?—No more profit than merely to keep the machinery in order; it has done little or no good since it was erected; it was erected just previous to these laws.

It has produced no net return?—None at all.

You erected it upon the faith that the duties would exist in the state that they were then settled?—I did when we began the work; but those duties took place before it was completely finished, so that we have derived little or no benefit: we had a saw mill on the old construction previously, but which was taken down and renewed on a new principle by Mr. Brunelle.

Are there not to your knowledge many saw mills of inferior construction which have desisted from work altogether in consequence of the arrangement of the duties?—Yes, there are five within six miles of Leith, which have been abandoned altogether; two in Leith, and three about five miles from Leith.

[The Witness is directed to withdraw.]

LIST OF APPENDIX.

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(II.)—Account of the Value of all British and Irish Produce and Manufactures exported from Great Britain to Russia, Sweden, Norway, Denmark, Prussia, Germany, Holland and Flanders, in each of the last six years - - - - - p. 82

(III.)—No. 1.—Account of the Value of Goods exported from Great Britain to Denmark, Norway, Sweden, Russia, Prussia: - - - - - p. 84

And,

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(IV.)—An Account of the number of Ships, Men, and Tonnage employed in the Baltic Trade for the last twenty years: - - - - - p. 88

Also,

A similar Account, so far as regards the North American Trade - - - - - p. 89

(V.)—No. 1. Copy of a Report made to the Commissioners of His Majesty's Customs on the 23d May 1816, of the general Lengths, Thickness and Breadth of the Deals imported from Norway now in the Docks: - - - - - p. 90

And,

No. 2. Copy of so much of a Report made by the Commissioners of His Majesty's Customs to the Lords of the Committee of Privy Council for Trade, on the 5th November 1816, as relates to the Average Size of Deals and Battens usually imported from Places in the North of Europe - - - - - p. 91

(VI.)—No. 1. An Account of the quantity of Timber, Masts, Deals, Deal Ends, Staves, and Plank, imported into Great Britain from Denmark, Norway, Sweden, Russia, and Prussia: - - - - - p. 90

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(VII.)—An Account of all Timber now in Bond in the several Ports of Great Britain, exclusive of the Port of London, distinguishing the several sorts: - - - - - p. 100

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(VIII.)—Calculation of the State of the Timber Trade, 1820 - - - - - p. 101

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(X.)—Account of the several Duties now existing upon all descriptions of Wood imported into Ireland, 54 G. 3. c. 129, and 55 G. 3. c. 14. - - - - - p. 108

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Appendix (I.) - - - - -

An Account of the Value, according to the declarations of the Exporters, of all British and in each of the last six years; distinguishing the Amount

General Divisions of the WORLD.	Years.	Brass and Copper Manufactures.	Cotton Manufactures.	Cotton Twist and Yarn.	Glass and Earthenware of all Sorts.
		£.	£.	£.	£.
To the North of Europe, to Flanders inclusive - - -	1814	18,477	5,685,982	2,742,222	186,853
	1815	39,183	4,982,877	1,614,203	159,839
	1816	76,611	3,888,380	2,450,165	166,594
	1817	67,593	4,173,130	1,871,287	151,402
	1818	44,360	4,579,115	2,244,656	168,236
	1819	42,453	3,878,141	2,355,333	146,728
To the South of Europe, from France inclusive - - -	1814	66,597	5,718,013	47,225	165,402
	1815	76,049	3,767,375	55,565	119,601
	1816	113,605	3,191,001	173,441	64,348
	1817	116,488	3,081,848	138,219	64,807
	1818	67,270	3,666,430	145,113	76,412
	1819	43,782	3,739,903	160,088	64,705
To Ireland, and the British Isles -	1814	33,533	213,850	116,315	261,176
	1815	29,215	249,093	107,711	121,040
	1816	22,169	185,869	80,637	95,349
	1817	24,358	242,137	118,332	93,958
	1818	21,499	343,292	170,503	122,843
	1819	20,778	295,838	188,500	142,551
To all Parts of Europe - - -	1814	118,607	11,617,845	2,905,762	613,431
	1815	144,447	8,999,345	1,777,479	400,480
	1816	212,385	7,265,250	2,704,243	326,291
	1817	208,439	7,497,115	2,127,838	310,167
	1818	133,129	8,588,837	2,560,272	367,491
	1819	107,013	7,913,882	2,703,921	353,984
To all Parts of Asia - - -	1814	216,708	109,580	7	79,670
	1815	265,375	149,059	- - -	131,075
	1816	193,689	163,615	190	241,719
	1817	293,743	423,835	537	382,916
	1818	346,090	701,592	455	289,708
	1819	323,102	466,016	138	92,729
To all Parts of Africa - - -	1814	5,013	118,699	152	18,684
	1815	7,941	67,290	9	16,940
	1816	7,977	81,413	21	19,449
	1817	4,424	96,658	4	17,000
	1818	4,759	96,836	119	12,924
	1819	4,276	78,983	353	13,637

Appendix (I.)

Irish Produce and Manufactures exported from Great Britain to the several parts of the World, of the leading Branches of the Manufactures exported.

Hardwares and Cutlery.	Iron and Steel wrought and unwrought.	Linen Manufactures.	Silk Manufactures.	Sugar, British Refined	Woollen Goods.	All other Articles.	TOTAL
£.	£.	£.	£.	£.	£.	£.	£.
193,265	98,783	9,023	28,919	2,700,320	938,791	1,489,115	14,091,750
270,145	21,075	5,135	32,209	2,615,456	1,027,385	1,193,136	11,960,643
186,050	31,161	2,633	23,372	1,791,850	1,599,209	1,148,845	11,364,870
185,430	48,751	4,170	36,383	1,988,139	1,734,683	1,144,083	11,405,051
187,393	42,313	4,537	59,736	1,826,412	1,482,262	1,158,746	11,797,766
198,147	42,311	6,201	45,098	1,125,705	1,086,998	955,138	9,882,253
236,542	216,651	346,925	229,549	345,576	2,585,574	1,570,073	11,528,127
182,652	168,197	156,204	116,781	130,408	1,457,588	1,508,365	7,738,785
114,231	129,725	199,777	102,243	218,084	1,004,115	1,182,715	6,493,285
117,999	245,679	247,579	102,334	367,426	1,193,143	1,632,106	7,307,628
152,543	408,715	184,622	90,410	601,174	1,072,194	905,251	7,370,134
161,255	229,094	190,564	93,996	285,847	955,398	732,953	6,657,585
221,545	198,090	38,823	97,136	177,500	1,213,816	2,147,448	4,719,232
196,299	201,079	60,764	74,184	137,596	844,423	1,847,601	3,869,005
137,788	128,042	33,845	60,149	99,772	585,492	1,508,022	2,937,134
124,254	170,972	39,980	76,204	107,442	810,901	1,785,603	3,594,141
172,994	194,665	35,166	94,508	124,745	939,653	1,833,487	4,053,355
174,584	244,733	29,029	91,720	90,378	947,957	1,785,140	4,011,208
651,352	513,524	394,771	355,604	3,223,396	4,738,181	5,206,636	30,339,109
649,096	390,351	222,103	223,174	2,883,460	3,329,396	4,549,102	23,568,433
438,069	288,928	236,255	185,764	2,109,706	3,188,816	3,839,582	20,795,289
427,683	465,402	291,729	214,921	2,463,007	3,733,727	4,561,792	22,306,820
512,930	645,693	224,325	244,654	2,552,331	3,494,109	3,897,484	23,221,255
533,986	516,138	225,794	230,814	1,501,930	2,990,353	3,473,231	20,551,046
26,887	153,626	23,260	18,345	844	1,084,464	623,918	2,337,309
35,702	185,439	24,441	26,447	3,169	1,062,927	1,046,778	2,930,412
35,297	179,146	24,146	26,674	1,642	1,030,220	1,174,102	3,070,440
63,767	230,107	33,205	47,446	1,605	829,219	966,674	3,273,054
77,491	207,815	32,193	27,290	1,446	943,847	1,246,334	3,874,261
33,278	110,564	22,941	7,356	1,117	932,542	712,981	2,702,764
10,025	22,966	6,844	11,839	2,670	38,942	136,340	372,174
13,408	24,852	9,211	6,212	2,956	44,204	140,819	333,842
9,413	28,350	6,911	6,616	3,053	37,852	150,619	351,674
11,706	29,379	10,051	9,401	3,232	36,530	187,974	406,359
13,432	29,238	7,984	8,572	3,532	38,904	173,106	389,406
12,036	22,339	11,079	7,764	1,234	27,885	136,878	316,464

(continued)

(I).—Account of the Value of all British and Irish Produce

General Divisions of the WORLD.	Years.	Brass and Copper Manufactures.	Cotton Manufactures.	Cotton Twist and Yarn.	Glass and Earthenware of all Sorts.
		£.	£.	£.	£.
To the United States of America	1814	-	-	-	5
	1815	195,050	4,623,817	1,113	547,106
	1816	120,795	2,590,116	1,404	529,908
	1817	135,473	1,850,034	1,916	320,918
	1818	141,363	2,432,301	743	400,802
	1819	78,317	1,109,138	1,538	258,208
To the British North American Colonies	1814	15,938	1,283,067	1,115	84,739
	1815	11,313	678,350	2,238	120,826
	1816	6,824	289,072	1,174	116,329
	1817	3,397	120,849	497	59,930
	1818	5,499	216,084	746	64,970
	1819	4,285	248,786	1,596	79,755
To the British West Indies	1814	74,819	2,221,006	43	160,685
	1815	87,384	2,581,124	238	178,395
	1816	65,683	1,192,648	322	96,226
	1817	79,285	2,139,664	96	107,581
	1818	81,659	1,891,960	285	145,058
	1819	87,566	1,079,084	66	119,579
To the Foreign West Indies	1814	12,801	580,669	69	78,245
	1815	8,019	560,215	-	28,874
	1816	15,135	392,455	-	28,107
	1817	20,538	657,550	140	39,390
	1818	24,438	634,676	-	40,765
	1819	17,257	474,034	-	41,183
To the Brazils	1814	33,033	1,054,528	9	54,987
	1815	28,836	1,052,739	-	46,775
	1816	52,340	950,323	30	53,246
	1817	49,809	1,071,204	-	43,889
	1818	73,540	1,697,402	930	59,058
	1819	46,873	802,206	-	58,649
To other Colonies on Continent of America	1814	2,599	408,401	120	32,325
	1815	5,239	412,121	-	24,203
	1816	175	147,866	-	12,310
	1817	734	322,112	601	13,649
	1818	714	383,891	509	23,221
	1819	714	216,704	-	9,671
To all Parts of the World	1814	479,518	17,393,796	2,907,277	1,122,771
	1815	753,604	19,124,061	1,781,077	1,494,674
	1816	675,004	13,072,759	2,707,384	1,423,587
	1817	795,842	14,179,021	2,131,629	1,295,440
	1818	811,191	16,643,579	2,564,059	1,403,997
	1819	669,403	12,388,833	2,707,612	1,027,395

Custom House, London, }
23d May 1820. }

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and Manufactures exported from Great Britain—*continued.*

Hardwares and Cutlery.	Iron and Steel, wrought and unwrought.	Linen Manufactures.	Silk Manufactures.	Sugar, British refined.	Woollen Goods.	All other Articles.	TOTAL.
£.	£.	£.	£.	£.	£.	£.	£.
-	-	-	-	-	6,874	1,250	8,129
1,196,485	226,508	395,140	162,625	6,712	4,378,196	1,014,211	12,746,963
1,203,689	208,128	410,010	119,769	5,918	3,029,672	1,071,637	9,291,046
469,194	107,104	543,666	81,525	281	2,234,654	747,706	6,492,471
834,240	137,045	756,223	99,501	-	3,160,406	1,017,760	8,980,384
460,480	86,261	353,653	59,387	19	1,703,024	645,858	4,755,883
158,768	108,079	150,430	101,976	25,670	827,153	1,378,519	4,135,454
194,478	136,068	153,883	121,475	35,812	599,685	1,243,144	3,297,272
130,211	112,070	105,089	89,414	26,909	447,639	975,815	2,300,546
54,030	69,959	49,753	28,844	23,543	194,784	736,129	1,341,715
49,830	82,528	73,248	28,781	12,566	270,220	850,111	1,663,583
63,816	91,147	107,793	43,149	13,017	390,042	673,268	1,716,654
96,459	243,981	762,207	70,253	6,458	301,290	2,396,589	6,333,790
158,887	226,902	847,210	105,779	9,165	307,651	2,143,030	6,645,765
94,936	198,751	498,832	62,862	7,141	177,024	1,760,728	4,155,163
94,066	215,172	510,280	67,537	8,649	277,987	1,925,848	5,426,165
115,273	234,921	519,480	119,757	9,805	284,450	2,206,856	5,609,504
104,399	225,283	464,901	77,613	9,519	281,503	1,988,305	4,437,908
31,449	59,085	312,842	16,623	1,352	143,077	454,614	1,690,826
33,620	40,577	118,671	15,989	710	51,435	281,643	1,139,753
27,958	47,515	78,805	10,740	253	75,487	171,601	848,056
26,790	53,478	134,041	4,140	1,152	117,057	224,055	1,278,331
31,064	53,264	147,271	11,993	645	46,364	179,130	1,169,610
42,246	50,367	76,480	9,707	774	48,070	130,270	890,388
37,318	32,538	60,411	41,851	53	298,219	297,898	1,910,845
47,004	38,074	39,463	17,365	-	352,184	273,624	1,896,064
35,429	29,167	101,222	24,413	-	343,135	234,960	1,824,265
34,122	28,935	136,734	15,838	-	369,818	284,347	2,034,696
65,492	58,844	180,612	28,450	-	564,393	451,921	3,180,642
48,176	48,133	133,540	20,336	3	420,514	551,051	2,129,481
20,978	9,558	21,927	8,259	-	131,308	96,277	731,752
20,980	12,191	17,974	13,892	-	75,249	69,455	651,304
12,079	3,569	14,880	11,911	153	74,683	41,150	318,776
16,517	9,527	20,439	13,105	720	160,152	59,086	616,642
21,817	12,068	30,273	20,587	23	237,194	84,818	815,115
18,122	4,941	11,824	8,244	9	105,671	63,018	438,918
1,033,236	1,143,357	1,732,691	624,749	3,260,445	7,569,507	10,592,041	47,859,388
2,349,662	1,280,962	1,828,095	692,958	2,941,986	10,200,927	10,761,803	53,209,809
1,987,082	1,095,636	1,476,151	538,165	2,154,776	8,404,528	9,420,184	42,955,256
1,197,875	1,209,063	1,729,898	482,757	2,502,189	7,958,928	10,143,611	43,626,253
1,721,569	1,461,416	1,971,609	589,585	2,580,348	9,048,887	10,107,520	48,903,760
1,316,539	1,155,173	1,408,005	464,370	1,527,622	6,899,694	8,374,860	37,939,506

William Irving,

Inspector General of Imports and Exports.

Appendix (II.)

An Account of the Value, according to the declarations of the Exporters, of all British and Prussia, Germany, Holland, and Flanders respectively, in each of the last six years ;

COUNTRIES to which exported.	Years	Brass and Copper Manufactures.	Cotton Manufactures.	Cotton Twist and Yarn.	Glass and Earthenware of all sorts.
		£.	£.	£.	£.
To Russia	1814	215	297,424	669,230	4,793
	1815	192	55,109	493,674	5,683
	1816	97	90,195	407,987	19,982
	1817	293	366,042	960,949	29,370
	1818	430	514,612	895,846	34,677
	1819	718	253,512	504,420	20,130
To Sweden	1814	234	282,372	6,284	15,006
	1815	286	100,756	8,590	5,565
	1816	6	4,842	1,512	1,517
	1817	39	2,433	8,751	2,308
	1818	-	1,787	5,554	6,647
	1819	50	186	12,257	2,009
To Norway	1814	-	10,816	30	2,526
	1815	214	68,619	180	11,536
	1816	667	16,790	51	3,553
	1817	173	17,476	75	2,962
	1818	25	32,213	121	4,945
	1819	32	24,416	95	4,464
To Denmark	1814	100	60,142	3,899	15,050
	1815	115	116,844	5,401	15,559
	1816	1,630	78,190	4,699	14,326
	1817	2,817	96,614	10,726	15,150
	1818	977	49,135	6,270	20,182
	1819	3,832	42,207	4,537	19,595
To Prussia	1814	348	571,691	55,843	38,646
	1815	260	270,823	14,984	19,364
	1816	338	71,821	5,870	12,256
	1817	412	167,431	8,462	12,469
	1818	496	127,170	3,099	19,238
	1819	406	100,453	7,570	6,627
To Germany	1814	5,533	2,599,568	1,545,152	56,698
	1815	2,898	2,528,115	842,777	55,920
	1816	4,611	2,337,136	1,748,647	50,575
	1817	5,739	2,725,183	847,743	48,573
	1818	6,764	2,891,543	1,275,145	41,970
	1819	3,060	2,409,618	1,779,040	49,538
To Holland	1814	10,909	1,190,994	295,463	48,240
	1815	30,474	919,940	140,795	38,001
	1816	57,778	794,616	162,734	54,274
	1817	43,945	470,715	13,743	36,370
	1818	26,766	527,344	22,988	37,650
	1819	24,400	644,315	19,107	33,846
To Flanders	1814	1,138	672,975	166,321	5,894
	1815	4,744	922,671	107,802	8,211
	1816	11,484	494,790	118,665	10,111
	1817	14,175	327,236	20,838	4,200
	1818	8,902	435,311	35,633	2,927
	1819	9,955	403,434	28,307	10,519
To all parts of the north of Europe, to Flanders inclusive	1814	18,477	5,685,982	2,742,222	186,853
	1815	39,183	4,982,877	1,614,203	159,839
	1816	76,611	3,888,380	2,450,165	166,594
	1817	67,593	4,173,130	1,871,287	151,402
	1818	44,360	4,579,115	2,244,656	168,236
	1819	42,453	3,878,141	2,355,333	146,728

Custom-house, London,
20th June 1820.

Appendix (II.)

Irish Produce and Manufactures exported from Great Britain to Russia, Sweden, Norway, Denmark, distinguishing the amount of the leading branches of the Manufactures exported.

Hardwares and Cutlery.	Iron and Steel, wrought and unwrought.	Linen Manufactures.	Silk Manufactures.	Sugar, British refined.	Woollen Goods.	All other Articles.	TOTAL.
£.	£.	£.	£.	£.	£.	£.	£.
7,249	32,036	752	2,751	467,621	13,847	209,420	1,705,338
30,366	2,110	141	7,172	502,378	18,385	192,313	1,307,523
28,921	553	101	3,607	425,516	818,922	168,040	1,963,921
49,702	1,549	65	9,308	559,016	864,426	204,357	3,045,077
53,521	1,936	576	10,650	714,640	394,767	222,938	2,844,593
66,976	1,431	287	4,208	425,436	290,745	225,517	1,793,380
5,810	684	6	1,442	45,659	33,457	120,864	511,818
3,843	619	46	1,481	47,707	22,378	61,970	253,241
397	16	-	54	16,058	1,520	15,426	41,348
166	73	-	6	12,564	554	16,937	43,831
348	20	11	-	12,737	7,091	18,228	52,423
538	305	-	-	12,445	6,373	12,493	46,656
867	219	632	24	3,300	7,477	28,143	54,034
10,210	889	1,638	701	20,777	31,338	53,800	199,902
4,864	291	722	31	2,783	8,895	16,498	55,145
2,038	194	366	11	2,717	6,962	12,062	45,036
1,596	369	578	232	3,067	16,030	18,780	77,956
1,860	162	472	97	2,190	14,067	16,887	64,742
5,191	1,230	1,094	2,799	14,015	32,261	48,131	183,912
10,485	980	742	687	36,379	29,369	58,331	274,892
6,467	696	135	807	11,422	13,163	43,035	174,570
7,884	1,462	126	2,215	4,179	38,817	70,844	250,834
5,430	943	129	467	21,523	15,837	68,996	189,889
5,448	747	202	1,356	7,651	6,284	86,834	178,693
25,397	3,803	140	1,209	157,813	92,723	280,207	1,227,820
11,976	3,142	127	1,669	203,743	82,042	244,988	853,118
8,272	718	1	358	142,023	6,133	208,266	456,056
12,151	835	62	395	111,163	8,560	196,561	518,501
10,635	1,541	150	880	99,995	12,497	236,471	512,172
8,643	472	-	184	69,982	10,593	174,963	379,893
94,860	32,740	977	7,221	1,326,035	334,784	422,188	6,425,756
142,194	3,811	1,787	10,325	1,403,392	460,426	285,662	5,737,307
92,996	5,761	816	11,781	925,804	423,672	345,061	5,946,860
80,791	16,034	1,254	17,172	891,429	544,681	254,203	5,432,602
86,632	13,500	1,749	39,118	805,998	678,665	334,820	6,175,904
87,676	6,915	2,042	31,466	560,499	500,255	215,630	5,645,739
33,970	21,191	718	8,517	314,886	305,131	292,016	2,522,035
30,577	7,400	13	5,254	30,926	268,418	179,949	1,651,747
27,140	13,547	677	4,344	16,372	228,238	271,925	1,631,645
23,953	13,983	1,545	4,815	341,485	180,110	206,646	1,337,510
22,886	15,045	890	5,190	147,464	206,217	174,602	1,187,042
17,737	15,425	1,790	5,060	45,770	157,963	153,015	1,118,428
19,921	6,880	4,704	4,956	370,991	119,111	88,146	1,461,037
30,494	2,124	641	4,920	370,154	115,029	116,123	1,682,913
16,993	9,579	181	2,390	251,872	98,666	80,594	1,095,325
8,745	14,621	752	2,461	65,586	90,573	182,473	731,660
6,345	8,959	454	3,199	20,988	151,158	83,911	757,787
9,269	16,854	1,408	2,727	1,732	100,718	69,799	654,722
193,265	98,783	9,023	28,919	2,700,320	938,791	1,489,115	14,091,750
270,145	21,075	5,135	32,209	2,615,456	1,027,385	1,193,136	11,960,643
186,050	31,161	2,633	23,372	1,791,850	1,599,209	1,148,845	11,364,870
185,430	48,751	4,170	36,383	1,988,139	1,734,683	1,144,083	11,405,051
187,393	42,313	4,537	59,736	1,826,412	1,482,262	1,158,746	11,797,766
198,147	42,311	6,201	45,098	1,125,705	1,086,998	955,138	9,882,253

William Irving,
Inspector General of the Imports and Exports
of Great Britain.

Appendix III.—*Viz.* (N^o 1.) An Account of the Value of Goods exported from Great Britain to Denmark, Norway, Colonies in North America, in

(N^o 1.) An Account of the official Value of Goods exported from Great Britain to Denmark Norway, Sweden, and Manufactures from Foreign and
A similar Account of the real Value

YEARS.	OFFICIAL VALUE OF EXPORTS											
	TO DENMARK.						TO NORWAY.					
	British and Irish Produce and Manufactures.			Foreign and Colonial Merchandize.			British and Irish Produce and Manufactures.			Foreign & Colonial Merchandize.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1799 - -	194,041	3	2	115,412	15	8	309,453	18	10			
1800 - -	186,703	17	4	229,992	15	5	416,696	12	9			
1801 - -	144,989	—	2	192,303	7	10	337,292	8	—			
1802 - -	194,549	13	9	232,467	3	2	427,016	16	11			
1803 - -	948,596	5	8	735,724	14	11	1,684,321	—	7			
1804 - -	2,152,116	9	2	1,623,875	8	4	3,775,991	17	6	The value of the Exports to Norway during the years prior to 1814 is included with the Exports to Denmark, the trade with the former country not having been recorded distinctly from Denmark for the years previous to its transfer to the Crown of Sweden.		
1805 - -	2,535,569	9	9	1,824,055	15	5	4,359,625	5	2			
1806 - -	855,597	19	2	582,813	3	10	1,438,411	3	—			
1807 - -	1,996,338	4	3	2,901,985	1	2	4,898,323	5	5			
1808 - -	2,083	10	5	18,560	8	7	20,643	19	—			
1809 - -	70,153	4	—	187,488	18	3	257,642	2	3			
1810 - -	102,949	19	5	132,726	11	7	235,676	11	—			
1811 - -	311,428	3	7	414,556	19	8	725,985	3	3			
1812 - -	381,903	11	10	374,556	—	9	756,459	12	7			
1814 * - -	153,175	10	8	168,487	2	9	321,662	13	5	41,724	—	1
1815 - -	224,709	9	9	183,737	8	4	408,446	18	1	156,996	12	10
1816 - -	200,482	13	10	179,142	8	9	379,625	2	7	45,802	6	10
1817 - -	265,507	18	6	110,875	7	9	376,383	6	3	41,452	5	4
1818 - -	188,269	16	2	189,425	19	—	377,695	15	2	76,466	5	4
1819 - -	184,923	5	8	103,199	13	8	288,122	19	4	60,171	13	—

The Records of the year 1813 were destroyed by fire.

Note.—The real Value of Foreign and Colonial Merchandize exported from Great Britain is not upon Record at the Custom-House, Irish Produce and Manufactures exported, was first ascertained officially under the Provisions of the Act 53 Geo. III. being the only Return that can be made to that part of the Order of the Right Honourable the House of Peers, which

Custom-House, London, }
12th June 1820.

YEARS.	Real Value of British and as ascertained					
	TO DENMARK.			TO NORWAY.		
	£.	s.	d.	£.	s.	d.
1814 - -	183,911	15	10	54,033	17	2
1815 - -	274,891	14	1	199,902	4	2
1816 - -	174,569	19	11	55,144	13	9
1817 - -	250,834	8	9	45,036	1	3
1818 - -	189,889	2	5	77,956	3	1
1819 - -	178,692	19	—	64,741	19	2

Sweden, Russia, and Prussia:—And (N^o 2.) A similar Account of the Value of Goods exported from Great Britain to the British the last twenty years.

Russia, and Prussia respectively, in the last twenty years; distinguishing each year, and British and Irish Produce Colonial Merchandize: Also, of Goods exported to those Countries.

FROM GREAT BRITAIN.

TO SWEDEN.				TO RUSSIA.					TO PRUSSIA.											
Foreign & Colonial Merchandize.			TOTAL.	British and Irish Produce and Manufactures.		Foreign & Colonial Merchandize.			TOTAL.			British and Irish Produce and Manufactures.		Foreign & Colonial Merchandize.			TOTAL.			
£.	s.	d.	£.	s.	d.	d.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
23,299	2	7	49,419	3	10	428,610	12	8	322,817	15	4	751,428	8	—	212,272	1	1	86,713	15	6
48,497	5	3	78,258	13	8	557,374	5	11	369,225	15	3	926,600	1	2	314,988	8	7	308,686	9	7
60,350	8	8	106,460	11	10	594,717	5	9	246,218	13	—	840,935	18	9	327,152	11	7	206,134	2	—
57,285	19	6	90,515	2	—	834,412	5	3	447,142	19	11	1,281,555	5	2	433,734	8	8	384,535	4	9
53,371	13	8	81,997	11	7	929,859	16	3	330,172	11	9	1,260,032	8	—	925,075	13	—	618,642	13	9
85,992	6	3	125,069	—	2	951,033	9	7	248,797	13	1	1,199,831	2	8	1,645,961	18	10	2,295,364	15	10
82,095	13	5	124,195	13	2	1,101,914	3	7	406,142	4	4	1,508,056	7	11	2,492,099	14	7	2,524,904	14	3
109,651	11	6	175,240	5	3	1,238,014	7	1	454,077	12	5	1,692,091	19	6	165,009	4	7	296,817	9	10
520,208	17	1	653,193	14	2	1,237,442	5	8	462,070	8	6	1,699,512	14	2	63,810	17	9	88,765	2	11
1,505,499	5	10	2,358,322	9	1	179,136	19	4	216,231	11	9	395,368	11	1	47,570	5	—	22,302	5	6
2,217,800	14	6	3,523,923	9	6	524,229	10	11	354,637	16	3	878,867	7	2	354,085	1	6	240,366	7	11
2,316,335	3	4	4,870,584	12	5	543,581	14	5	333,513	—	9	877,094	15	2	1,711,304	17	6	885,938	4	8
157,101	18	1	522,520	1	3	405,006	17	1	325,921	8	2	730,928	5	3	44,159	12	3	12,649	14	6
1,521,948	5	5	2,307,977	6	—	685,902	9	—	1,120,7	15	4	1,806,611	4	4	25,200	9	3	59,059	3	5
453,204	15	8	896,324	2	9	911,478	17	—	458,640	10	6	1,370,119	7	6	830,399	12	6	764,697	3	10
355,952	4	2	596,819	8	9	795,240	19	1	405,925	1	—	1,201,166	—	1	632,347	3	6	464,911	10	9
89,255	3	1	127,385	2	8	1,237,622	15	11	469,262	6	2	1,706,885	2	1	370,923	12	10	557,803	19	8
114,765	4	3	151,508	15	10	2,259,209	4	4	499,787	16	7	2,758,997	—	11	531,545	2	2	546,772	2	1
95,996	5	8	136,969	19	—	2,309,472	14	5	511,268	10	11	2,820,741	5	4	545,774	15	7	517,024	6	8
119,736	17	11	160,155	18	10	1,630,047	11	4	406,016	4	6	2,036,063	15	10	435,155	9	1	539,477	1	7
																		974,632	10	8

no Declaration of the Amount thereof being required by law of the Shippers such Merchandize. The real value of British and cap. 98; and a Statement of the Amount thereof, during the six years subsequent to that Act, is submittad at the foot of this Account, requires a Statement of the Real Value of the Exports for the last twenty years.

Irish Produce and Manufactures exported, under the Declarations of the Expo

TO SWEDEN.			TO RUSSIA.			TO PRUSSIA.		
£.	s.	d.	£.	s.	d.	£.	s.	d.
511,818	3	11	1,705,338	7	7	1,227,820	5	7
253,240	9	8	1,307,522	11	1	853,118	9	1
41,348	5	3	1,963,920	11	1	456,056	—	9
43,830	14	4	3,045,077	4	11	518,501	3	—
52,422	11	—	2,844,592	12	8	512,172	4	—
46,656	5	—	1,793,380	6	6	379,892	19	—

William Irving,

Inspector Gen^l of the Imports and Exports of Great Britain.

III.—(No. 2.) An Account of the Official Value of Goods exported from Great Britain to the British Colonies in North America in the last twenty years, distinguishing each Colony and each year, and British and Irish Produce and Manufactures from Foreign and Colonial Merchandize; also, a similar Account of the Real Value of Goods exported to the said Colonies.

YEARS.	OFFICIAL VALUE OF EXPORTS FROM GREAT BRITAIN TO																				
	Canada.			Nova Scotia.			New Brunswick.			Prince Edward Island.			Cape Breton.			Newfoundland.			TOTAL.		
BRITISH AND IRISH PRODUCE AND MANUFACTURES:																					
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1799	-	427,304	11 3	215,438	15 5	86,905	7 8	-	-	-	-	-	-	-	-	93,147	16 8	822,796	11	-	-
1800	-	385,993	19 4	156,096	11 2	70,934	3 4	-	-	-	-	-	-	-	-	126,158	6 10	739,183	-	8	-
1801	-	505,256	2 8	154,247	1 11	53,396	10 11	-	-	-	-	-	-	-	-	145,824	2 4	858,723	17	10	-
1802	-	712,242	2 3	160,461	12 11	71,457	11 5	-	-	-	701	10 5	-	-	-	167,422	4 6	1,112,285	1	6	-
1803	-	444,460	10 8	175,940	4 11	54,584	3 9	3,555	17 2	-	-	-	-	-	-	158,419	9 3	836,960	5	9	-
1804	-	410,834	12 2	118,830	2 10	47,035	12 7	1,552	13 -	-	262	13 4	-	-	-	154,396	16 9	732,912	10	8	-
1805	-	316,027	7 5	104,800	15 7	43,012	15 10	-	-	-	-	-	-	-	-	185,201	3 11	649,042	2	9	-
1806	-	304,654	3 3	194,513	6 -	48,665	16 7	1,206	8 3	-	-	-	-	-	-	197,089	12 1	746,129	6	2	-
1807	-	382,639	1 8	173,304	10 5	57,622	2 11	1,873	9 1	-	-	-	-	-	-	214,352	4 2	829,791	8	3	-
1808	-	471,350	1 11	242,658	4 -	59,332	18 8	2,919	5 7	-	-	-	-	-	-	162,522	17 11	938,783	8	1	-
1809	-	831,457	7 -	326,852	- 10	113,554	18 2	13,193	6 7	-	-	-	-	-	-	186,015	12 3	1,471,073	4	10	-
1810	-	844,067	9 3	305,525	17 5	92,848	14 3	16,783	16 6	-	-	-	-	-	-	303,914	18 -	1,563,140	15	5	-
1811	-	841,744	8 11	190,412	7 3	266,320	9 7	8,040	8 -	-	-	-	-	-	-	338,298	1 3	1,644,815	15	-	-
1812	-	449,590	1 11	243,856	11 10	125,371	- 7	14,455	6 9	499	6 4	-	-	-	-	291,677	16 8	1,125,450	4	1	-
1814*	-	1,436,436	2 9	949,594	- 1	446,336	2 10	3,679	17 -	2,212	15 5	-	-	-	-	573,025	- 1	3,411,283	18	2	-
1815	-	1,338,952	13 7	410,193	16 8	177,201	5 2	10,341	3 10	3,014	2 7	-	-	-	-	507,152	11 2	2,446,855	13	-	-
1816	-	931,109	4 9	271,567	1 1	115,039	8 8	9,417	19 3	2,805	14 7	-	-	-	-	332,366	11 11	1,662,306	-	3	-
1817	-	477,624	12 3	164,387	8 -	107,279	5 4	4,506	1 7	1,980	9 5	-	-	-	-	257,057	2 11	1,012,834	19	6	-
1818	-	596,331	15 4	173,644	18 7	167,913	15 7	15,363	14 2	3,535	5 9	-	-	-	-	331,359	18 6	1,288,149	7	11	-
1819	-	735,574	2 6	217,696	2 4	175,236	- 7	22,655	1 -	3,191	- 2	-	-	-	-	368,780	18 -	1,523,133	4	7	-
FOREIGN AND COLONIAL MERCHANDIZE:																					
1799	-	131,664	8 4	50,577	3 10	8,535	9 10	38	11 9	-	-	-	-	-	-	52,784	- 10	243,599	14	7	-
1800	-	74,116	18 -	20,987	6 8	10,296	12 -	-	-	-	-	-	-	-	-	93,241	- 7	198,641	17	3	-
1801	-	87,105	8 10	23,886	17 5	5,181	- 10	-	-	-	-	-	-	-	-	38,453	17 9	154,627	4	10	-
1802	-	132,209	13 5	18,594	17 8	5,292	7 6	175	1 5	-	-	-	-	-	-	50,683	6 -	206,955	6	-	-
1803	-	144,412	17 10	23,551	11 2	4,352	12 4	308	11 9	-	-	-	-	-	-	41,967	13 10	214,593	6	11	-
1804	-	206,560	17 1	31,630	6 7	4,196	1 4	445	3 7	35	8 -	-	-	-	-	75,740	5 8	318,608	2	3	-
1805	-	106,955	11 11	18,324	19 10	3,114	13 3	-	-	-	-	-	-	-	-	67,625	11 11	196,020	16	11	-
1806	-	74,291	5 10	35,853	2 8	5,189	10 9	221	18 -	-	-	-	-	-	-	75,869	2 9	191,425	-	-	-
1807	-	98,976	19 6	33,348	18 3	6,773	14 1	136	8 6	-	-	-	-	-	-	71,380	6 1	210,616	6	5	-
1808	-	73,406	- 11	34,930	2 11	4,683	8 8	775	17 6	-	-	-	-	-	-	46,922	15 1	160,718	5	1	-
1809	-	142,549	1 -	50,453	16 10	11,676	11 3	2,924	13 1	-	-	-	-	-	-	55,000	- 4	262,604	2	6	-
1810	-	135,354	7 1	45,086	6 11	5,948	1 6	3,850	11 7	-	-	-	-	-	-	73,820	10 10	264,059	17	11	-
1811	-	135,451	12 9	26,880	11 7	7,732	1 1	1,394	15 7	36	18 -	-	-	-	-	75,100	15 10	246,596	14	10	-
1812	-	150,437	1 11	38,243	15 7	9,870	6 8	2,627	13 10	57	14 7	-	-	-	-	79,849	13 2	281,086	5	9	-
1814*	-	462,073	1 1	100,279	2 5	14,588	3 9	1,380	19 1	376	13 8	-	-	-	-	90,968	15 6	669,666	15	6	-
1815	-	498,757	2 1	47,221	10 3	27,940	3 11	2,608	4 3	291	13 2	-	-	-	-	59,929	11 3	636,748	4	11	-
1816	-	415,450	10 4	43,852	1 9	22,945	15 4	2,850	12 11	365	15 6	-	-	-	-	36,845	12 6	522,310	8	4	-
1817	-	281,553	- 1	32,852	1 1	21,196	9 6	601	12 -	175	6 3	-	-	-	-	31,584	10 7	367,962	19	6	-
1818	-	328,158	4 8	45,463	14 3	40,690	17 3	5,837	5 -	627	6 2	-	-	-	-	47,924	3 7	468,701	10	11	-
1819	-	294,491	4 1	50,775	9 8	43,511	7 8	6,495	8 7	320	11 10	-	-	-	-	51,530	4 7	447,124	6	5	-

(No. 2.)—An Account of the Official Value of Goods exported from Great Britain to the British Colonies, &c.—*continued*.

YEARS.	OFFICIAL VALUE OF EXPORTS FROM GREAT BRITAIN TO						
	Canada.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Cape Breton.	Newfoundland.	TOTAL .
TOTAL OFFICIAL VALUE OF EXPORTS :							
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1799 -	558,968 19 7	266,015 19 3	95,440 17 6	38 11 9	- - -	145,931 17 6	1,066,396 5 7
1800 -	460,110 17 4	177,083 17 10	81,230 15 4	- - -	- - -	219,399 7 5	937,824 17 11
1801 -	592,361 11 6	178,133 19 4	58,577 11 9	- - -	- - -	184,278 - 1	1,013,351 2 8
1802 -	844,451 15 8	179,056 10 7	76,749 18 11	175 1 5	701 10 5	218,105 10 6	1,319,240 7 6
1803 -	588,873 8 6	199,491 16 1	58,936 16 1	3,864 8 11	- - -	200,387 3 1	1,051,553 12 8
1804 -	617,395 9 3	150,460 9 5	51,231 13 11	1,997 16 7	298 1 4	230,137 2 5	1,051,520 12 11
1805 -	422,982 19 4	123,125 15 5	46,127 9 1	- - -	- - -	252,826 15 10	845,062 19 8
1806 -	378,945 9 1	230,366 8 8	53,855 7 4	1,428 6 3	- - -	272,958 14 10	937,554 6 2
1807 -	481,616 1 2	206,653 8 8	64,395 17 -	2,009 17 7	- - -	285,732 10 3	1,040,407 14 8
1808 -	544,756 2 10	277,588 6 11	64,016 7 4	3,695 3 1	- - -	209,445 13 -	1,099,501 13 2
1809 -	974,006 8 -	377,305 17 8	125,231 9 5	16,117 19 8	- - -	241,015 12 7	1,733,677 7 4
1810 -	979,421 16 4	350,612 4 4	98,796 15 9	20,634 8 1	- - -	377,735 8 10	1,827,200 13 4
1811 -	977,196 1 8	217,292 18 10	274,052 10 8	9,435 3 7	36 18 -	413,398 17 1	1,891,412 9 10
1812 -	600,027 3 10	282,100 7 5	135,241 7 3	17,083 - 7	557 - 11	371,527 9 10	1,406,536 9 10
1814* -	1,898,509 3 10	1,049,873 2 6	460,924 6 7	5,060 16 1	2,589 9 1	663,993 15 7	4,080,950 13 8
1815 -	1,837,709 15 8	457,415 6 11	205,141 9 1	12,949 8 1	3,305 15 9	567,082 2 5	3,083,603 17 11
1816 -	1,346,559 15 1	315,419 2 10	137,985 4 -	12,268 12 2	3,171 10 1	369,212 4 5	2,184,616 8 7
1817 -	759,177 12 4	197,239 9 1	128,475 14 10	5,107 13 7	2,155 15 8	288,641 13 6	1,380,797 19 -
1818 -	924,490 - -	219,108 12 10	208,604 12 10	21,200 19 2	4,162 11 11	379,284 2 1	1,756,850 18 10
1819 -	1,030,065 6 7	268,471 12 -	218,747 8 3	29,150 9 7	3,511 12 -	420,311 2 7	1,970,257 11 -

* The Records of the year 1813 were destroyed by fire.

Note.—The real Value of Foreign and Colonial Merchandize exported from Great Britain is not upon record at the Custom-House, no declaration of the amount thereof being required by law of the shippers of such merchandize. The real Value of British and Irish Produce and Manufactures exported was first ascertained officially under the provisions of the Act 53 Geo. III. cap. 98; and a Statement of the Amount thereof during the six years subsequent to that Act, is submitted at the foot of this Account, being the only Return that can be made to that part of the order of the Right Honourable the House of Peers, which requires a statement of the real Value of the Exports for the last 20 years.

Real Value of British and Irish Produce and Manufactures exported, as ascertained under the Declarations of the Exporters :

YEARS.	Canada.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Cape Breton.	Newfoundland.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1814 -	1,540,412 19 9	1,176,097 11 1	503,230 10 8	4,311 3 11	2,236 - -	893,105 12 2	4,119,393 17 7
1815 -	1,695,266 5 6	536,471 11 1	249,631 15 7	14,778 10 -	3,402 1 -	771,541 - 3	3,271,091 3 5
1816 -	1,252,235 5 7	374,222 1 4	161,433 16 1	13,637 3 9	3,233 5 6	465,303 16 9	2,270,065 9 -
1817 -	573,474 11 11	216,064 6 9	141,777 8 7	6,391 3 11	2,226 - -	380,163 15 8	1,320,097 6 10
1818 -	648,608 18 3	216,236 8 3	227,495 1 -	20,838 15 8	3,426 - -	502,815 3 3	1,619,420 6 5
1819 -	810,249 9 -	269,395 14 4	225,012 15 2	28,867 1 10	5,396 15 -	528,108 16 9	1,867,030 12 1

Custom House, London, }
12th June 1820. }

William Irving,
Inspector General of the Imports and Exports of Great Britain.

Appendix (IV.)

An Account of the Number of Ships and Men, with the amount of the Tonnage, employed in the trade with any of the Northern Powers in the Baltic, for the last * twenty years; distinguishing the years.

IN THE YEAR 1814.

		INWARDS.						OUTWARDS.					
		British.			Foreign.			British.			Foreign.		
		Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Denmark	}	153	17,394	1,149	283	50,872	2,726	225	29,566	1,629	274	51,013	2,679
Norway		-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	184	27,986	1,569	366	64,874	3,341	135	22,192	1,296	357	65,703	3,482
Prussia	-	218	33,853	1,741	484	88,587	3,786	188	32,842	1,679	404	81,414	3,601
Russia	-	859	163,043	8,179	227	55,260	2,594	156	109,819	5,610	127	31,431	1,517

IN THE YEAR 1815.

Denmark	}	256	23,329	1,817	781	150,044	7,743	390	48,730	3,106	698	144,090	7,370
Norway		-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	105	17,381	929	358	67,242	3,412	95	14,457	811	314	58,032	3,028
Prussia	-	210	35,717	1,832	395	86,199	3,627	131	19,327	995	282	60,137	2,665
Russia	-	1,141	215,942	10,757	126	35,541	1,658	686	131,810	6,596	152	41,894	2,054

IN THE YEAR 1816.

Denmark	}	171	14,624	1,285	211	33,492	1,833	349	45,079	2,861	184	32,359	1,700
Norway		-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	65	11,949	603	73	15,263	768	39	6,286	325	59	12,855	639
Prussia	-	199	39,546	2,189	109	27,939	1,153	142	21,588	1,119	94	24,794	1,043
Russia	-	600	115,724	5,687	56	17,269	837	343	67,531	3,401	82	23,558	1,138

IN THE YEAR 1817.

Denmark	-	125	15,362	839	134	11,527	751	400	65,508	3,340	170	20,424	1,129
Norway	-	197	22,580	1,568	303	52,713	2,755	149	12,200	1,130	241	44,719	2,263
Sweden	-	117	20,319	974	99	19,579	1,008	55	7,862	427	81	16,891	827
Prussia	-	633	104,709	5,123	246	48,837	2,142	316	50,221	2,552	161	34,168	1,533
Russia	-	1,358	234,016	11,612	61	16,131	777	897	154,683	7,953	81	20,030	1,030

IN THE YEAR 1818.

Denmark	-	224	25,049	1,390	444	35,215	2,256	442	67,710	3,465	644	73,358	3,794
Norway	-	194	21,996	1,429	476	85,984	4,404	151	12,887	1,085	169	72,018	3,518
Sweden	-	125	23,343	1,136	156	25,718	1,539	63	10,583	557	118	22,774	1,172
Prussia	-	842	129,742	6,367	667	117,492	5,392	466	72,159	3,680	394	73,219	3,382
Russia	-	1,654	284,243	14,230	137	33,874	1,711	989	172,330	8,873	116	29,684	1,473

IN THE YEAR 1819.

Denmark	-	101	12,639	705	176	14,200	907	421	66,059	3,339	289	38,950	1,992
Norway	-	171	17,087	1,254	467	82,689	4,180	144	11,760	1,043	326	65,054	3,093
Sweden	-	130	21,988	1,063	116	20,165	1,185	45	7,149	363	87	17,435	856
Prussia	-	478	80,258	3,911	372	78,266	3,430	238	36,770	1,878	258	57,196	2,486
Russia	-	1,453	242,283	12,085	104	26,039	1,333	761	131,378	6,713	90	22,502	1,133

* The official books having been destroyed by fire in the year 1814, the Register General has not the means of preparing this Account for the whole period required.

Note.—The trade with Denmark and Norway was not distinguished separately until the year 1817.

(IV.)—A similar Account, in all respects, so far as regards the Trade with the British Colonies in North America.

IN THE YEAR 1814*.

	INWARDS.						OUTWARDS:					
	British.			Foreign.			British.			Foreign.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Canada - -	95	25,818	1,337	-	-	-	89	20,291	1,208	-	-	-
Cape Breton - -	-	-	-	-	-	-	4	717	42	-	-	-
New Brunswick - -	103	22,898	1,101	-	-	-	48	11,301	626	-	-	-
Nova Scotia - -	64	13,339	692	-	-	-	83	20,976	1,131	-	-	-
Newfoundland - -	115	16,333	990	-	-	-	345	57,934	3,614	-	-	-
Prince Edward Island - -	15	3,551	157	-	-	-	2	540	26	-	-	-

IN THE YEAR 1815.

Canada - -	138	31,405	1,654	-	-	-	132	27,839	1,608	-	-	-
Cape Breton - -	-	-	-	-	-	-	6	5,270	78	-	-	-
New Brunswick - -	299	72,791	3,423	-	-	-	189	50,901	2,504	-	-	-
Nova Scotia - -	89	21,087	996	-	-	-	120	29,284	1,480	-	-	-
Newfoundland - -	119	14,181	911	-	-	-	405	60,795	3,776	-	-	-
Prince Edward Island - -	27	5,985	257	-	-	-	13	3,107	152	-	-	-

IN THE YEAR 1816.

Canada - -	172	43,426	2,005	-	-	-	172	40,921	2,199	-	-	-
Cape Breton - -	-	-	-	-	-	-	3	438	34	-	-	-
New Brunswick - -	348	90,178	4,093	-	-	-	167	43,167	2,180	-	-	-
Nova Scotia - -	95	22,250	1,061	-	-	-	87	20,569	1,075	-	-	-
Newfoundland - -	127	15,175	1,032	-	-	-	310	46,503	2,878	1	106	6
Prince Edward Island - -	36	9,362	493	-	-	-	14	3,502	378	-	-	-

IN THE YEAR 1817.

Canada - -	235	63,643	2,944	-	-	-	199	51,659	2,591	-	-	-
Cape Breton - -	-	-	-	-	-	-	5	959	58	-	-	-
New Brunswick - -	379	95,132	4,404	-	-	-	255	67,749	3,283	-	-	-
Nova Scotia - -	67	15,647	766	-	-	-	105	23,756	1,228	-	-	-
Newfoundland - -	113	12,495	865	-	-	-	425	46,836	2,979	-	-	-
Prince Edward Island - -	17	3,603	169	-	-	-	13	2,746	133	-	-	-

IN THE YEAR 1818.

Canada - -	301	80,466	3,745	-	-	-	267	70,077	3,464	-	-	-
Cape Breton - -	1	96	6	-	-	-	6	1,173	66	-	-	-
New Brunswick - -	520	133,001	6,239	-	-	-	403	106,713	5,206	-	-	-
Nova Scotia - -	146	30,604	1,519	-	-	-	173	39,841	2,005	-	-	-
Newfoundland - -	110	11,567	857	-	-	-	417	58,448	3,696	-	-	-
Prince Edward Island - -	55	10,961	511	-	-	-	43	9,633	487	-	-	-

IN THE YEAR 1819.

Canada - -	482	124,280	5,706	-	-	-	440	114,484	5,567	-	-	-
Cape Breton - -	4	629	36	-	-	-	10	1,470	102	-	-	-
New Brunswick - -	605	161,711	7,239	-	-	-	485	123,944	6,167	-	-	-
Nova Scotia - -	153	34,265	1,696	-	-	-	157	36,000	1,841	-	-	-
Newfoundland - -	128	14,242	945	-	-	-	373	52,427	3,294	-	-	-
Prince Edward Island - -	74	16,361	773	-	-	-	55	11,822	593	-	-	-

* The official books having been destroyed by fire in the year 1814, the Register General has not the means of preparing this Account for the whole period required.

Custom House, London,
Office of the Register General of Shipping,
June 17th, 1820.

T. E. Willoughby.

Appendix (V.)

No. (1.)

COPY of a REPORT made to the Commissioners of His Majesty's Customs, on the 23d May 1816, of the general Length, Thickness, and Breadth of the Deals imported from Norway, now in the Docks.

Honourable Sirs,

In obedience to your Honours' Minute, dated the 22d May, I respectfully report, that I have ascertained the general length, thickness and breadth of the Deals imported from Norway, now in the Docks; which are as follow, viz.

	Single Deals.	Feet in Length.	Inches in Breadth.	Inches in Thickness.
About - - - {	147,597	10 - - to 12	8 - - to 9	2 $\frac{1}{2}$ - - to 3
	18,151	13 - - to 14	- - -	—
	7,280	15 - - to 16	- - -	—
	8,432	17 - - to 18	- - -	—
	1,842	19 - - to 20	- - -	—

The average size of the deals usually imported from Norway is 12 feet in length; 8 to 9 inches in breadth; 2 $\frac{1}{2}$ to 3 inches in thickness.

Which is most respectfully submitted.

23 May 1816.

(Signed)

S. Clark,
Boat Officer.

Appendix VI.—(No. 1.)—An Account of the Quantity of Timber, Masts, Deals, Deal Ends, Prussia:—And, (No. 2.)—A similar Account of the Quantity of Timber imported from the

(No. 1.)—An Account of the Total Quantity of Timber, Masts, Deals, Deal Ends, Staves, and respectively, in the last twenty Quantities of Timber, &c. imported into

From whence imported.	Years.	QUANTITIES IMPORTED								
		Fir Timber.		Oak Timber.		Oak Plank.		Masts under 12 Inches in Diameter.		
		Loads.	Feet.	Loads.	Feet.	Loads.	Feet.	Number.		
From DENMARK	1799	The quantity of timber imported from Denmark during these not having been kept upon record prior to 1809. The								
	1800									
	1801									
	1802									
	1803									
	1804									
	1805									
	1806									
	1807									
	1808									
	1809	-	-	-	-	20	-	-	-	
	1810	1	25	-	-	-	78	19 $\frac{1}{2}$	4	
	1811	22	41	-	-	-	-	-	-	
	1812	-	-	-	-	-	-	-	-	
	1814	-	-	-	5	49	1	16 $\frac{3}{4}$	6	
	1815	-	-	-	188	1	45	29 $\frac{2}{3}$	-	
	1816	-	-	-	-	-	-	-	-	
	1817	-	-	-	-	-	-	8 $\frac{6}{12}$	13	
	1818	-	-	-	-	-	-	-	18	
	1819	28	46	6	11	-	-	-	4	

(No. 2.)

COPY of so much of a REPORT, made by the Commissioners of His Majesty's Customs to the Lords of the Committee of Privy Council for Trade, on the 5th November 1816, as relates to the average size of Deals and Battens, usually imported from Places in the North of Europe.

The Average size of Deals and Battens, usually imported from places in the North of Europe, appears to be as follow; viz.

Deals from Russia and Prussia	- - - - -	About 16 Feet in length. 3 Inches thick. 10 D° wide.
D° from Norway	- - - - -	12 Feet in length. 3 Inches thick. 9 D° wide.
D° from Sweden	- - - - -	14 Feet in length. 3 Inches thick. 9 D° wide.

And that some deals, which are commonly called deck deals, upwards of 40 feet in length, are imported from Petersburg and Dantzic.

Battens from Russia and Prussia	- - - - -	About 14 Feet in length. 2 $\frac{1}{2}$ Inches thick. 7 D° wide.
D° from Norway	- - - - -	12 Feet in length. 2 $\frac{1}{2}$ Inches thick. 7 D° wide.
D° from Sweden	- - - - -	12 Feet in length. 2 $\frac{1}{2}$ Inches thick. 7 Inches wide.

Staves, and Plank, imported into Great Britain from Denmark, Norway, Sweden, Russia and British North American Colonies, in the last twenty years, distinguishing each year.

and Plank, imported into Great Britain from Denmark, Norway, Sweden, Russia, and Prussia years, distinguishing each year.

Great Britain from Countries on the Baltic.

INTO GREAT BRITAIN, Viz.

Masts 12 Inches in Diameter, and upwards.		Deals of all Dimensions.			Deal Ends.			Battens of all Dimensions.			Staves of all Dimensions.			Wainscot Logs.	
Loads.	Feet.	C.	q.	No.	C.	q.	No.	C.	q.	No.	C.	q.	No.	Loads.	Feet.
-	-	-	-	7	-	-	-	-	-	-	596	2	5	-	-
-	-	34	1	-	5	2	27	-	-	5	2,031	3	13	-	-
-	-	2	3	16	-	-	3	-	-	-	333	3	9	-	-
-	-	4	3	1	1	1	21	-	1	5	41	3	9	-	-
-	-	4	-	8	-	2	4	-	-	-	9	1	15	-	-
-	-	10	-	20	-	2	26	-	-	-	330	1	19	-	-
-	-	10	1	12	1	3	-	-	-	-	-	-	-	-	-
-	-	9	2	17	3	1	6	-	-	-	-	-	-	-	-
-	-	35	1	12	1	3	12	-	-	-	-	-	-	-	-
1	-	12	2	25	1	0	21	-	-	-	-	-	-	-	-

(continued)

(VI.)—(No. 1.)—Quantities of Timber, &c. imported into

From whence imported.	Years.	QUANTITIES IMPORTED					
		Fir Timber.		Oak Timber.		Oak Plank.	Masts under 12 Inches in Diameter.
		Loads.	Feet.	Loads.	Feet.	Loads. [Feet.	Number.
From NORWAY	1799	31,224	47	11	40 $\frac{3}{4}$	1 13 $\frac{9}{12}$	14,208
	1800	35,492	14	11	14	21 36 $\frac{9}{12}$	15,959
	1801	30,028	41 $\frac{1}{2}$	3	27	15 —	20,678
	1802	38,824	23	4	10	14 17 $\frac{6}{12}$	9,891
	1803	46,640	36	23	—	106 23 $\frac{6}{12}$	16,988
	1804	44,356	47	246	13	42 36	13,052
	1805	42,140	44	1,656	41	359 6	12,546
	1806	62,973	37 $\frac{1}{2}$	1,412	49	260 18	15,717
	1807	45,593	33 $\frac{1}{2}$	369	1	277 9 $\frac{3}{12}$	9,458
	1808	1,243	28	69	2	45 42 $\frac{11}{12}$	165
	1809	6,522	45	—	—	—	1,229
	1810	72,384	11	15	6	— 21	8,255
	1811	58,437	9 $\frac{1}{12}$	42	2	9 35 $\frac{2}{12}$	8,152
	1812	11,271	30	11	21	3 37 $\frac{3}{12}$	11,320
	1814	16,867	47	41	25 $\frac{6}{12}$	5 13 $\frac{2}{12}$	7,613
	1815	51,441	7 $\frac{1}{2}$	42	28 $\frac{6}{12}$	1 37	25,194
	1816	10,239	46	67	25	— — —	2,775
	1817	15,501	37 $\frac{1}{2}$	73	46	3 9	6,132
	1818	26,257	18	221	47	2 13 $\frac{4}{12}$	8,516
	1819	24,750	23 $\frac{1}{4}$	426	33	5 41	4,644
From SWEDEN	1799	382	46	—	—	— — —	1,030
	1800	903	26	—	—	— — —	426
	1801	844	15 $\frac{1}{2}$	—	—	— 25	469
	1802	1,244	39	—	—	32 22	359
	1803	1,718	7	74	23	2 14 $\frac{6}{12}$	799
	1804	1,556	3	—	23	6 31	233
	1805	474	2	—	—	— — —	190
	1806	2,239	16	—	15	— — —	261
	1807	9,951	13	23	36	36 4	448
	1808	12,727	10 $\frac{1}{2}$	—	—	26 30 $\frac{1}{12}$	1,794
	1809	32,457	8	42	27 $\frac{4}{12}$	37 11 $\frac{8}{12}$	12,842
	1810	27,105	4	24	— $\frac{1}{4}$	50 45 $\frac{5}{12}$	12,533
	1811	17,647	25	2	24	15 13 $\frac{10}{12}$	2,600
	1812	6,032	22	2	17	1 48 $\frac{1}{2}$	454
	1814	22,659	4 $\frac{1}{2}$	—	17	2 23 $\frac{7}{12}$	4,917
	1815	18,391	48	2	25	— 16 $\frac{2}{12}$	2,564
	1816	3,662	29 $\frac{1}{2}$	—	13	72 22 $\frac{6}{12}$	387
	1817	7,456	30	—	—	— — —	322
	1818	10,499	39	1	23	1 20	1,055
	1819	7,974	16 $\frac{1}{2}$	—	—	— — —	845
From RUSSIA	1799	5,302	29 $\frac{3}{4}$	—	—	— 5 $\frac{5}{12}$	1,129
	1800	14,591	10 $\frac{1}{2}$	330	22 $\frac{3}{4}$	— — —	2,073
	1801	12,903	27	163	36	7 46	2,272
	1802	10,994	26	41	9 $\frac{1}{2}$	70 46	1,716
	1803	11,964	26	43	34	— — —	2,113
	1804	19,887	45	18	43	120 39 $\frac{1}{2}$	3,093

Great Britain from Countries on the Baltic—continued.

INTO GREAT BRITAIN, Viz.

Masts 12 Inches in Diameter, and upwards.		Deals of all Dimensions.			Deal Ends.			Battens of all Dimensions.			Staves of all Dimensions.			Wainscot Logs.	
Loads.	Feet.	C.	q.	No.	C.	q.	No.	C.	q.	No.	C.	q.	No.	Loads.	Feet.
220	39	27,505	—	16	2,872	2	4	4,026	1	26	162	1	10	168	12
268	41	30,621	—	6	3,291	1	11	4,242	—	24	241	3	9	21	29
422	33	28,473	—	20	3,211	—	18	3,964	1	13	269	2	—	—	4 $\frac{1}{2}$
137	12	23,865	2	19	2,891	—	2	3,832	2	25	54	—	—	—	—
146	11 $\frac{1}{2}$	35,442	2	6	3,704	3	18	5,451	1	1	286	2	11	—	—
99	47	24,693	—	20	2,485	2	13	3,362	3	24	2,658	1	17	—	—
307	7 $\frac{1}{2}$	30,053	1	12	3,174	3	3	3,768	1	2	7,271	—	15	—	—
97	17	28,047	2	25	3,216	1	2	3,373	2	17	903	3	7	13	17
205	19	22,348	1	3	2,570	—	8	2,892	3	25	8,085	2	12	—	—
15	1	237	1	—	28	3	13	12	1	17	272	3	27	—	—
22	43 $\frac{6}{12}$	10,137	1	29	1,436	1	22	1,055	2	—	—	—	—	—	—
267	32	34,305	1	5	4,910	2	27	4,444	—	6	470	—	9	5	38 $\frac{1}{2}$
137	32 $\frac{3}{12}$	28,771	3	15	5,081	3	2	3,309	2	10	96	—	26	—	—
175	49	9,181	3	29	2,435	2	22	1,415	—	21	10	2	—	31	14
143	16	4,851	1	9	1,513	3	17	801	2	19	8	1	18	—	—
583	18	17,767	2	9	5,680	2	24	3,336	2	17	2	3	26	—	—
49	25 $\frac{6}{12}$	3,299	—	23	1,294	2	12	893	2	29	—	—	—	—	—
45	2	6,697	—	2	4,481	—	1	1,753	1	21	—	—	—	—	—
55	29	9,800	1	20	5,669	—	2	3,181	2	13	3	—	26	—	—
24	27	8,465	3	13	4,088	1	19	3,495	3	6	—	—	—	—	—
499	5 $\frac{1}{2}$	4,331	3	19	333	—	15	125	3	10	904	—	28	—	—
18	11	3,623	2	11	322	3	24	299	3	8	1,354	1	12	—	—
216	22	3,452	—	22	320	1	8	332	2	20	2,001	3	13	—	—
77	11	5,033	3	18	544	3	23	357	1	15	757	—	28	—	—
77	35	6,862	—	16	751	3	12	898	3	1	377	—	5	—	—
90	28	3,486	2	28	397	—	29	283	3	12	4	—	—	75	12
17	40	5,043	2	27	541	3	29	181	1	24	811	2	—	—	—
35	36 $\frac{3}{4}$	7,058	2	10	872	1	4	257	—	19	787	3	8	—	—
62	19	6,450	—	6	775	—	12	145	1	12	1,516	—	18	—	—
418	41	10,297	—	22	1,795	1	5	415	3	20	6,227	3	7	—	12
538	22	14,053	3	15	2,876	1	6	1,044	2	9	15,597	3	18	73	43
740	17 $\frac{2}{12}$	11,812	2	29	2,675	—	6	460	—	16	13,361	3	8	11	6 $\frac{1}{2}$
240	38	5,908	3	10	999	3	2	157	3	18	1,533	3	15	19	1
11	44	3,983	—	27	761	3	1	144	2	17	914	—	17	5	—
55	20 $\frac{1}{2}$	6,817	1	23	2,122	—	8	408	2	19	1,857	1	21	—	12 $\frac{6}{12}$
194	46	5,864	3	19	1,814	2	29	362	2	15	886	—	23	—	—
28	10	2,601	3	13	574	2	25	98	2	3	54	2	20	—	—
94	39	3,437	2	15	1,073	1	18	414	2	26	26	2	24	—	—
50	16	5,253	1	23	1,550	3	29	528	3	4	35	2	20	11	10
110	39	4,472	2	18	1,316	—	15	615	—	25	—	—	—	—	—
3,098	26 $\frac{5}{4}$	4,539	3	17	286	1	23	193	1	19	18	1	10	2,596	47
9,528	16	5,769	3	22	540	2	25	1,001	3	24	131	1	6	6,544	45
17,049	12	6,004	1	26	635	—	13	842	3	26	70	3	1	3,366	25 $\frac{1}{2}$
5,040	4	9,481	—	20	735	1	4	1,627	—	24	110	3	—	3,901	49
4,664	5 $\frac{1}{2}$	9,628	—	18	817	—	1	1,054	1	7	316	2	17	6,385	47 $\frac{3}{4}$
8,717	1	6,519	—	26	847	—	26	649	3	25	249	—	13	6,411	46 $\frac{1}{2}$

A a

(continued)

(VI.)—(No. 1.)—Quantities of Timber, &c. imported into

From whence imported.	YEARS.	QUANTITIES IMPORTED						
		Fir Timber.		Oak Timber.		Oak Plank.		Masts under 12 Inches in Diameter.
		Loads.	Feet.	Loads.	Feet.	Loads.	Feet.	Number.
From RUSSIA -	1805	13,098	26 $\frac{1}{2}$	20	47 $\frac{5}{4}$	25	11 $\frac{1}{2}$	4,433
	1806	26,616	31 $\frac{1}{2}$	9	49 $\frac{1}{4}$	288	21	1,591
	1807	22,560	19 $\frac{1}{2}$	-	36	3	40	1,621
	1808	3,406	16 $\frac{1}{2}$	19	14	-	-	432
	1809	40	7	6	7 $\frac{1}{2}$	-	17	975
	1810	1,209	47 $\frac{10}{12}$	8	16 $\frac{5}{12}$	1	-	1,012
	1811	10,539	19 $\frac{2}{12}$	10	48	2	32 $\frac{2}{12}$	804
	1812	1,768	36 $\frac{2}{12}$	4	40	12	11 $\frac{1}{4}$	410
	1814	18,751	33	2	42 $\frac{8}{12}$	1	30 $\frac{8}{12}$	2,130
	1815	21,176	18 $\frac{1}{2}$	-	-	-	12 $\frac{9}{12}$	3,626
	1816	11,267	16	1	6	-	-	2,291
	1817	6,011	9	-	-	1	31	1,650
	1818	13,849	38	2	23	1	10 $\frac{7}{12}$	2,285
	1819	11,372	25	-	-	-	37	1,614
From PRUSSIA -	1799	103,135	30 $\frac{1}{4}$	368	7 $\frac{10}{12}$	8,296	38 $\frac{1}{4}$	899
	1800	124,474	7	278	32	7,768	21 $\frac{1}{2}$	1,631
	1801	103,157	28	261	30	6,911	25	1,856
	1802	184,034	36	213	1	5,931	25 $\frac{1}{2}$	963
	1803	196,889	28	578	9	10,015	21	1,480
	1804	190,805	25	423	25	10,489	33 $\frac{1}{2}$	560
	1805	171,531	44	218	21	11,623	37 $\frac{1}{2}$	829
	1806	42,535	8	421	3 $\frac{3}{4}$	5,520	9 $\frac{5}{12}$	109
	1807	119,953	27 $\frac{1}{2}$	62	31	4,168	35 $\frac{1}{4}$	391
	1808	7,415	5	-	-	27	16	39
	1809	12,988	8	-	-	388	42 $\frac{4}{12}$	146
	1810	29,726	3 $\frac{2}{12}$	2	29	2,411	34 $\frac{1}{12}$	357
	1811	33,872	25 $\frac{5}{12}$	5	6 $\frac{1}{2}$	2,557	12 $\frac{9}{12}$	118
	1812	4,861	41	8	25	2,240	36 $\frac{7}{12}$	5
	1814	52,666	20 $\frac{1}{2}$	253	26 $\frac{1}{2}$	5,546	5 $\frac{9}{12}$	737
	1815	76,878	18	2,200	4 $\frac{1}{2}$	14,040	43 $\frac{11}{12}$	622
	1816	34,990	14 $\frac{1}{2}$	1,030	3	5,512	25 $\frac{8}{12}$	261
	1817	52,000	21	181	8	4,167	31 $\frac{11}{12}$	251
	1818	80,049	3	73	28 $\frac{1}{2}$	2,986	14 $\frac{8}{12}$	386
	1819	58,740	22	998	47	8,417	43 $\frac{1}{12}$	349

Note.—The Records of the year 1813 were destroyed by fire.

Custom House, London,
14th June 1820.

Great Britain from Countries on the Baltic—continued.

INTO GREAT BRITAIN, Viz.

Masts 12 Inches in Diameter, and upwards.		Deals of all Dimensions.			Deal Ends.			Battens of all Dimensions.			Staves of all Dimensions.			Wainscot Logs.	
Loads.	Feet.	C.	q.	No.	C.	q.	No.	C.	q.	No.	C.	q.	No.	Loads.	Feet.
12,748	26	5,722	—	4	759	1	15	903	2	3	86	1	26	4,052	34 $\frac{3}{4}$
6,010	17 $\frac{1}{2}$	8,202	1	8	1,326	1	7	846	—	23	243	3	13	7,265	40
16,988	4 $\frac{1}{2}$	5,223	2	13	840	0	16	733	2	—	171	—	1	5,793	44
4,584	19	433	—	10	84	1	27	56	1	20	63	3	12	1,215	36 $\frac{1}{4}$
180	27 $\frac{1}{2}$	386	2	9	46	—	26	—	3	22	320	1	18	575	4
153	15 $\frac{4}{12}$	1,209	1	7	130	2	5	—	1	29	565	3	16	2,279	16 $\frac{3}{12}$
3,260	49 $\frac{4}{12}$	1,822	1	16	182	2	17	176	3	29	148	—	6	2,048	19 $\frac{2}{12}$
3,149	33 $\frac{10}{12}$	991	—	24	208	1	4	24	3	2	46	—	20	2,236	40 $\frac{2}{12}$
2,368	10	8,279	1	3	2,375	2	7	415	3	12	30	—	—	940	26 $\frac{6}{12}$
2,552	13 $\frac{1}{4}$	10,781	—	29	3,002	3	24	960	1	11	8	2	—	2,515	31 $\frac{6}{12}$
2,008	12	5,710	1	3	1,697	3	10	589	3	20	47	—	20	1,671	12 $\frac{1}{2}$
816	27 $\frac{1}{2}$	9,622	—	12	3,041	3	20	1,962	3	23	49	1	7	2,597	40
392	43 $\frac{1}{2}$	9,071	1	26	2,927	1	20	1,335	2	27	17	2	10	2,049	24 $\frac{9}{12}$
1,151	37	8,058	3	19	2,886	1	20	1,196	—	2	12	2	5	3,200	22 $\frac{1}{2}$
1,304	28 $\frac{1}{2}$	1,547	3	28	194	—	5	6	1	14	30,390	—	24	—	—
1,819	2	2,491	3	26	295	2	14	17	2	16	25,057	3	19	7	1
2,137	17 $\frac{1}{2}$	2,966	1	29	296	—	12	5	2	14	19,958	1	6	—	—
764	33	2,665	1	12	386	2	14	32	1	1	18,588	1	6	—	—
1,478	7	2,908	3	21	404	—	28	37	2	2	28,923	1	16	40	—
909	5	3,551	3	1	393	3	4	38	—	17	17,570	3	8	136	31
921	23	5,416	2	6	625	3	21	49	3	2	23,785	1	22	—	—
746	30	1,120	3	10	131	2	9	10	1	11	9,998	1	5	14	28
459	41 $\frac{1}{2}$	3,142	—	23	373	—	27	34	2	15	7,575	3	7	—	—
17	3	99	—	17	14	—	28	—	—	—	2,511	—	9	—	—
25	30 $\frac{1}{2}$	1,360	2	15	105	2	4	2	3	7	20,089	—	21	—	—
103	1	2,143	1	15	141	1	2	2	3	27	21,382	—	17	—	—
59	4	1,383	3	26	162	1	25	—	—	6	4,829	3	—	—	—
—	—	499	3	2	16	3	16	—	—	—	747	2	11	—	—
867	40	2,022	—	18	336	—	19	5	1	4	22,470	—	26	—	15
896	23 $\frac{1}{2}$	2,515	1	—	508	1	18	28	3	3	23,978	3	26	10	1
3,279	24	1,720	3	4	519	3	13	—	—	—	6,947	—	19	2	45
1,599	25	2,508	1	21	836	3	15	23	—	25	13,823	3	16	83	20
441	14	3,210	1	25	1,158	1	22	21	2	2	7,742	2	25	—	—
744	12	3,303	2	17	1,443	3	4	21	1	—	10,999	1	27	1	—

William Irving,

Inspector Gen^l of the Imports and Exports of Great Britain.

(VI.)—(No. 2.)—An Account of the Total Quantity of Timber, Masts, Deals, Deal Ends, Staves
twenty years, distinguishing

From whence imported.	Years.	QUANTITIES IMPORTED						
		Fir Timber.		Oak Timber.		Oak Plank.		Masts under 12 Inches in Diameter
		Loads.	Feet.	Loads.	Feet.	Loads.	Feet.	C. Q. No. Number.
From CANADA	1799	29	46	1,069	38	3	19	- - 28
	1800	323	27	804	24	72	3 $\frac{1}{2}$	- - 13
	1801	267	35	482	45	4	40	- - 114
	1802	365	35	383	42	4	19	- - 51
	1803	1,350	5	1,985	38	13	3	13 - - 74
	1804	2,282	43	1,951	33	-	-	3 1 24 71
	1805	1,263	24	2,465	38	-	-	1 - - 59
	1806	1,754	37	3,687	8	-	-	- 3 6 60
	1807	2,700	47	5,733	30	-	-	1 1 14 151
	1808	9,861	30	8,826	24	-	-	6 3 16 348
	1809	17,353	41	5,852	1	-	-	1 2 11 1,265
	1810	38,869	9	17,226	47	8	45 $\frac{4}{12}$	- - 8 1,769
	1811	52,888	8 $\frac{3}{12}$	24,421	2 $\frac{9}{12}$	30	3 $\frac{7}{12}$	1 - 13 1,580
	1812	32,716	49	18,047	44	184	27 $\frac{7}{12}$	2 - 10 1,282
	1814	8,349	46 $\frac{2}{12}$	4,431	12	532	24 $\frac{4}{12}$	5 2 22 463
	1815	11,676	48	3,221	23	172	7 $\frac{6}{12}$	1 3 13 1,513
	1816	11,977	41	6,448	15 $\frac{6}{12}$	15	13 $\frac{10}{12}$	- - 5 1,801
	1817	21,381	3	4,282	4	-	-	- 3 21 2,143
	1818	32,964	38	4,624	4	-	-	- - 24 1,692
	1819	57,061	6 $\frac{1}{2}$	9,342	37	-	-	- 1 - 1,847
From NOVA SCOTIA	1799	607	29	4	1	13	26	- - 215
	1800	565	2	39	10	25	48	- - 93
	1801	1,349	3	-	-	3	23	- - 423
	1802	2,112	49	5	47	28	-	- - 303
	1803	5,414	19	8	18	9	13	- - 295
	1804	6,940	46	133	23	-	-	- 2 - 175
	1805	5,680	5	8	43	-	-	- - 335
	1806	6,781	44	34	12	-	-	1 1 14 247
	1807	9,475	8	-	-	-	-	- - 215
	1808	20,576	21	8	48	-	-	- - 592
	1809	26,777	19	52	21	-	-	3 1 3 1,682
	1810	22,271	41 $\frac{1}{2}$	12	8	-	-	- - 3 1,604
	1811	17,419	23	42	47	-	-	- - 1,229
	1812	25,203	19	56	17	-	-	- - 25 797
	1814	10,742	2	13	-	-	-	1 1 25 360
	1815	19,382	7	4	42	-	-	- - 532
	1816	18,713	20	33	32	-	-	- - 563
	1817	13,468	28	38	12 $\frac{1}{2}$	-	-	- - 737
	1818	28,059	16	23	21	-	-	- - 930
	1819	32,346	3 $\frac{1}{2}$	85	22	-	-	- 1 10 3,917
From NEW BRUNSWICK.	1799	278	2	-	-	-	-	- - 259
	1800	783	45	-	-	-	-	- - 67
	1801	991	24	-	-	-	-	- - 282
	1802	2,126	13	-	-	-	-	- - 286
	1803	3,022	19	10	37	-	-	- - 279
	1804	2,834	31	119	32	-	-	- - 184
	1805	2,605	28	546	7	-	-	- - 396
	1806	2,146	33	736	18	-	-	- - 204
	1807	7,062	25	12	9	-	-	- - 727
	1808	13,938	41	-	-	-	-	- - 840
	1809	23,056	2	34	4	-	-	- - 2 5,566
	1810	35,572	32	2	3 $\frac{1}{2}$	4	-	- - 6,207
	1811	50,807	26 $\frac{8}{12}$	-	35	-	-	- - 3,636
	1812	75,870	39	2	48	-	-	- - 3,304
	1814	20,932	15 $\frac{6}{12}$	3	24	-	-	- - 627
	1815	71,245	43	-	10	-	-	- - 2,321
	1816	92,553	9 $\frac{7}{12}$	14	49	-	-	- - 2,015
	1817	102,195	42	-	8	-	-	- - 2,240
	1818	142,367	47	5	42	-	-	- - 3,825
	1819	159,768	4	27	48	-	-	- - 2,934

501

and Plank, imported into Great Britain from the British North American Colonies in the last each year, and each Colony.

INTO GREAT BRITAIN, Viz.

Masts 12 Inches in Diameter, and upwards.		Deals and Deal Ends.		Battens and Batten Ends.			Staves of all Dimensions.			Wainscot Logs.				
Loads.	Feet.	Loads.	Feet.	C.	Q.	No.	C.	Q.	No.	C.	Q.	No.	Loads.	Feet.
7	11	4	7	197	-	2	-	-	-	4,181	-	1	-	-
55	49 $\frac{1}{2}$	-	-	305	-	7	-	-	-	3,915	3	6	-	-
25	-	-	-	352	1	28	-	-	-	2,911	3	24	-	-
195	20	-	-	329	1	12	-	-	-	3,117	-	22	-	-
165	41	181	2	678	-	16	-	2	14	4,798	3	6	-	-
1,314	30	-	-	590	1	25	1	1	27	6,068	2	-	-	-
535	20	-	-	415	1	17	6	-	3	7,675	-	15	65	8 $\frac{3}{4}$
1,152	33	-	-	436	-	19	8	1	22	10,663	-	1	40	32
2,753	38	-	-	556	-	19	16	2	2	7,840	2	27	9	3
13,333	24	-	-	965	2	1	117	-	16	12,618	3	8	185	4
8,333	26	-	-	1,446	2	2	281	3	8	15,562	3	18	154	4
16,680	4	-	-	1,472	2	22	105	3	4	25,970	3	5	9	47 $\frac{1}{2}$
19,025	23 $\frac{8}{12}$	-	-	2,691	3	23	254	1	22	19,560	-	8	16	20
14,019	30	-	-	2,574	1	-	188	3	28	12,340	2	1	67	25 $\frac{1}{2}$
668	40	-	-	760	2	12	21	1	14	8,054	-	14	-	-
2,492	41	-	-	1,499	1	24	53	3	4	6,079	2	23	14	32
5,741	34 $\frac{9}{12}$	-	-	1,334	1	10	93	2	1	6,787	2	12	-	-
7,417	36	-	-	3,147	3	13	201	3	4	11,537	3	10	-	-
3,672	5	-	-	5,798	3	10	250	2	17	12,882	-	19	-	-
4,227	8	-	-	8,974	3	25	357	2	13	18,747	-	16	-	-
11	20	2	20	12	1	6	-	-	-	770	2	-	-	-
5	44	-	-	1	3	18	-	-	-	940	-	14	-	-
689	47	-	-	34	-	20	-	-	-	836	2	25	-	-
94	10	-	-	21	2	18	-	-	-	812	-	2	-	-
103	29	-	-	43	-	-	-	-	-	525	2	15	-	-
224	35	-	-	174	-	2	-	-	-	798	1	20	-	-
43	-	-	-	150	1	3	1	3	4	1,322	-	9	-	-
33	7	-	-	119	3	2	-	-	-	2,008	3	10	-	-
31	40	-	-	117	-	1	-	-	-	2,234	1	18	-	-
104	-	-	-	240	1	6	-	-	-	2,943	1	3	-	-
513	21	-	-	134	3	25	-	-	-	1,570	-	3	-	-
735	33 $\frac{8}{12}$	-	-	183	2	17	-	-	-	2,743	-	21	-	-
842	38 $\frac{11}{12}$	-	-	167	-	4	-	-	-	1,606	3	10	-	-
524	36	-	-	226	-	-	-	-	-	1,184	-	18	-	-
44	44	-	-	161	-	1	-	-	-	1,087	1	2	-	-
113	21	-	-	91	3	2	-	-	-	937	-	10	-	-
66	28	-	-	92	3	10	-	-	-	1,944	1	29	-	-
83	33	-	-	42	1	6	-	-	-	1,127	2	4	-	-
104	18	-	-	71	3	26	-	-	-	3,104	2	8	-	-
69	45	-	-	99	-	14	-	-	-	3,774	2	26	-	-
763	16	13	18	42	1	2	-	-	-	426	3	-	-	-
792	31	-	-	43	2	27	-	-	-	1,863	2	20	-	-
1,922	37	-	-	99	2	29	-	-	-	1,226	1	-	-	-
2,234	8	-	-	41	3	13	-	-	-	327	3	10	-	-
2,161	44	92	39	229	3	28	-	-	-	317	3	12	-	-
761	38	-	-	168	2	10	-	-	-	560	2	28	-	-
1,426	42	-	-	104	2	13	-	-	-	350	3	15	-	-
1,023	8	-	-	100	1	25	-	-	-	978	1	2	-	-
1,616	39	-	-	103	-	21	-	-	-	617	3	12	-	-
2,870	39	-	-	281	2	22	-	-	16	1,013	1	16	-	-
523	1	-	-	245	1	28	-	-	2	1,768	-	20	-	-
1,157	22 $\frac{10}{12}$	-	-	346	2	26	-	-	1 20	5,332	3	27	-	-
3,131	7 $\frac{8}{12}$	-	-	486	2	11	-	-	-	4,149	-	7	-	-
2,125	31	-	-	433	-	10	-	1	- 3	4,336	3	7	-	-
221	33	-	-	89	1	14	-	-	-	3,320	2	23	-	-
599	42 $\frac{9}{12}$	-	-	250	1	11	-	-	-	5,711	2	9	-	-
539	5	-	-	258	-	-	-	-	-	11,874	3	23	-	-
472	37	-	-	243	-	15	-	-	-	10,759	-	3	-	-
460	17 $\frac{1}{2}$	-	-	537	2	23	-	-	-	16,889	-	1	-	-
679	45	-	-	643	3	3	2	-	8	19,902	2	9	-	-

B b

(continued)

(VI.)—(N^o 2.)—Quantities of Timber, &c. imported into

From whence imported.	Years.	QUANTITIES IMPORTED							
		Fir Timber.		Oak Timber.		Oak Plank.		Masts under 12 Inches in Diameter.	
		Loads.	Feet.	Loads.	Feet.	Loads.	Feet.	C. Q. No.	Number.
From PRINCE EDWARD ISLAND.	1799	-	-	-	-	-	-	-	-
	1800	-	-	-	-	-	-	-	-
	1801	-	-	-	-	-	-	-	-
	1802	-	-	-	-	-	-	-	-
	1803	-	-	-	-	-	-	-	-
	1804	151	15	-	-	-	-	-	-
	1805	21	41	-	-	-	-	-	-
	1806	-	-	-	-	-	-	-	-
	1807	1,189	41	-	-	-	-	-	12
	1808	3,807	17	-	-	-	-	-	447
	1809	10,067	9	-	-	-	-	-	1,790
	1810	4,564	12 $\frac{1}{4}$	-	35	-	-	-	868
	1811	5,511	2	-	-	-	-	-	408
	1812	9,952	31	-	-	-	-	-	466
	1814	3,403	30	7	7	-	-	-	124
	1815	5,127	1	11	24	-	-	-	330
	1816	8,016	35	12	37	-	-	-	337
	1817	3,235	41	-	6	-	-	-	124
	1818	10,680	6	-	19	-	-	-	184
1819	17,335	9 $\frac{1}{2}$	28	2	-	-	-	291	
From CAPE BRETON	1799	-	-	-	-	-	-	-	-
	1800	-	-	-	-	-	-	-	-
	1801	-	-	-	-	-	-	-	-
	1802	-	-	-	-	-	-	-	-
	1803	-	-	-	-	-	-	-	-
	1804	-	-	-	-	-	-	-	-
	1805	307	10	-	32	-	-	-	-
	1806	-	-	-	-	-	-	-	-
	1807	-	-	-	-	-	-	-	-
	1808	75	21	-	-	-	-	-	6
	1809	289	29	-	-	-	-	-	18
	1810	140	-	16	-	-	-	-	14
	1811	259	23	6	7	-	-	-	31
	1812	161	48	31	17	-	-	-	-
	1814	-	-	-	-	-	-	-	-
	1815	-	-	-	-	-	-	-	-
	1816	-	-	-	-	-	-	-	-
	1817	-	-	-	-	-	-	-	-
	1818	-	-	73	20	-	-	-	-
1819	459	36	1	16	-	-	-	44	
From NEWFOUNDLAND.	1799	-	25	-	-	-	-	-	-
	1800	-	-	-	-	-	-	-	-
	1801	8	20	-	-	2	31	-	-
	1802	138	39	10	-	4	-	-	14
	1803	2	19	14	45	-	-	-	16
	1804	-	-	-	15	-	-	-	21
	1805	-	-	-	-	-	-	-	3
	1806	7	12	-	-	-	-	-	33
	1807	6	43	-	-	-	-	-	79
	1808	13	19	98	32	-	-	-	25
	1809	21	14	-	-	-	-	2 1 6	40
	1810	-	6	-	-	-	-	-	29
	1811	81	3	-	-	-	-	-	137
	1812	71	8	-	-	-	-	-	191
	1814	110	43	-	-	-	-	-	37
	1815	120	-	16	-	-	-	-	-
	1816	566	38	-	-	-	-	-	30
	1817	1	22	-	-	-	-	-	8
	1818	32	27	-	-	-	-	-	98
1819	96	- $\frac{1}{2}$	-	44	-	-	-	137	

Custom-House, London, }
14th June 1820. }

Appendix (VII.)

An Account of all Timber now in Bond in the several Ports of Great Britain, exclusive of the Port of London, distinguishing the several Sorts: Also, An Account of all Timber now in Bond in the Port of London, distinguishing the several Sorts.

SPECIES OF TIMBER.		Quantities that remained in Warehouse under Bond on the 5th April 1820, being the latest period to which the Returns are received.		
		At the Port of London.	At the other Ports of Great Britain.	Total under Bond.
Balks, under 5 inches square, and under 24 feet long	C. Q. No.	- - 12	- -	- - 12
Battens, 8 to 20 feet long, and not exceeding 2 $\frac{3}{4}$ inches thick	C. Q. No.	378 1 16	1,058 1 27	1,436 3 13
— exceeding 20 feet long, or exceeding 2 $\frac{3}{4}$ inches thick	C. Q. No.	2 3 24	- - 2	2 3 26
Batten Ends, not exceeding 2 $\frac{3}{4}$ inches thick	C. Q. No.	103 2 15	177 - 1	280 2 16
— exceeding 2 $\frac{3}{4}$ inches thick	C. Q. No.	- -	- - 1	- - 1
Boards, Clap	C. Q. No.	- -	10 - -	10 - -
— Paling, not exceeding 7 feet long	C. Q. No.	66 - 15	9 2 6	75 2 21
— exceeding 7 feet long	C. Q. No.	84 1 23	- 2 20	85 - 13
Deals, 8 to 10 feet long, and not exceeding 1 $\frac{1}{2}$ inches thick	C. Q. No.	- -	32 - 12	32 - 12
— 8 to 20 feet long, and not exceeding 3 $\frac{1}{4}$ inches thick	C. Q. No.	5,280 - 18	3,215 - 27	8,495 1 15
— exceeding 20 feet long, and not exceeding 4 inches thick	C. Q. No.	10 2 3	15 2 8	26 - 11
Deal Ends, not exceeding 3 $\frac{1}{4}$ inches thick	C. Q. No.	1,215 - 21	557 2 2	1,772 2 23
Handspikes, under 7 feet long	C. Q. No.	1 1 21	2 1 5	3 2 26
Knees of Oak, 5 and under 8 inches square	C. Q. No.	- -	- - 28	- - 28
— 8 inches square or upwards	loads & feet	- -	5 -	5 -
Lathwood, under 5 feet long	fathoms	45 $\frac{5}{12}$	107 $\frac{10}{12}$	153 $\frac{3}{12}$
— 5 feet long or upwards	fathoms	134 $\frac{7}{12}$	71 $\frac{10}{12}$	206 $\frac{3}{12}$
Masts, Yards or Bowsprits, 6 and under 8 inches in diameter	number	1,158	485	1,643
— 8 and under 12 inches in diameter	number	676	278	954
— 12 inches in diameter, & upwards	loads & feet	920 22	218 8	1,138 30
Oak Plank, 2 inches thick or upwards	loads & feet	2,356 49 $\frac{3}{12}$	1,006 49 $\frac{6}{12}$	3,363 49 $\frac{9}{12}$
Oars	C. Q. No.	- 3 14	1 - -	1 3 14
Spars, under 4 inches in diameter, and under 22 feet long	C. Q. No.	3 2 2	- 3 8	4 1 10
— and 22 feet long or upwards	C. Q. No.	1 - 17	1 1 25	2 2 12
— 4 and under 6 inches in diameter	C. Q. No.	9 2 14	14 2 14	24 - 28
— of the British Plantations, under 6 inches in diameter	C. Q. No.	11 2 16	- -	11 2 16
Staves, not exceeding 36 inches long	C. Q. No.	308 1 28	1,376 3 4	1,685 1 2
— above 36 and not exceeding 50 inches long	C. Q. No.	2,536 1 26	306 1 13	2,842 2 29
— above 50 and not exceeding 60 inches long	C. Q. No.	101 3 2	3 3 20	105 2 22
— above 60 and not exceeding 72 inches long	C. Q. No.	463 - 11	599 1 15	1,062 1 26
Timber, 8 inches square or upwards, Fir	loads & feet	7,363 24 $\frac{1}{2}$	20,967 23 $\frac{1}{2}$	28,330 48
— Oak	loads & feet	449 20	192 8	641 28
— of other Sorts	loads & feet	448 41	314 26	763 17
Wainscot Logs, 8 inches square or upwards	loads & feet	- -	311 8	311 8

Custom-House, London,
10th June 1820.

W. Irving,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (VIII.)

Calculation of the State of the Timber Trade on the 1st January 1820.

D E A L S :

1. Average Dimensions of Imports from	2. Contents paying 20 l. 15 s. 8 d. per 120 running Pieces.	3. SELLING PRICE.	4. DUTY Per Load.
Feet. In. In.	Lds. Ft.	Per respective Standard Hundred.	Per Load of Fifty Cubic Feet.
		£. s. d.	£. s. d.
CHRISTIANA or } - 12 3 × 9	270 cubic feet, 5 20	35 - -	120 Ps. - 12 3 × 9
NORWAY - }			
SWEDEN - - 16 3 × 9	360 - - 7 10	41 - -	120 - - 14 3 × 10
PETERSBURGH - 18 3 × 11	495 - - 9 45	18 10 -	120 - - 12 1½ × 11
MEMEL - - 18 3 × 11	495 - - 9 45	18 10 -	- Ditto - -
CANADA - - 12 3 × 11	330 - - 6 30	14 10 -	- Ditto - -

1. Repeated.	5.	6.	7.	8.
Average Dimensions of Imports from	FREIGHT per Load.	CHARGES per Load.	NET PROCEEDS per Load.	Cost in the Countries where shipped at per Load.
Feet. In. In.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
CHRISTIANA or } - 12 3 × 9	- 14 6	- 13 -	1 4 8	Imported generally by Norwegians. 2 12 -
NORWAY - }				
SWEDEN - - 16 3 × 9	- 18 6	- 11 6	1 7 -	2 - -
PETERSBURGH - 18 3 × 11	1 5 -	- 10 3	1 14 6	2 - -
MEMEL - - 18 3 × 11	1 1 -	- 10 3	1 18 6	2 5 -
CANADA - - 12 3 × 11	2 16 3	- 10 -	1 1 3	1 13 4

T I M B E R :

	Selling Price Per Load of Fifty Cubic Feet.	DUTY per Load.	FREIGHT per Load.	CHARGES per Load.	Net Proceeds per Load.	Cost in the Countries where shipped at per Load.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
RIGA - - - - -	6 5 -	3 5 -	1 5 -	- 10 6	1 4 6	2 - -
SWEDISH - - - -	5 15 -	3 5 -	- 19 -	- 10 -	1 1 -	1 5 -
MEMEL - - - - -	6 - -	3 5 -	1 1 -	- 10 3	1 3 9	1 10 -
CANADA Yellow Pine - - -	3 15 -	None.	3 - -	- 9 8	- 5 4	1 5 -
- - - Red Pine - - -	5 10 -	None.	3 - -	- 10 -	2 - -	2 10 -

STAVES, per Standard Mille of 1,200 Pieces.

Feet. Inches.	Selling Price.					
QUEBEC - 5½ long by 1½ thick	75 - -	1 5 -	40 - -	10 - -	23 15 -	40 - -
MEMEL - 5½ ditto - 2 ditto -	135 - -	50 16 -	15 - -	10 - -	59 4 -	60 - -

The present Current Price in London is from 5 to 10 per cent. less on the above Articles, than on the 1st of January last.

The Freights from Quebec in 1819 were, for Timber £. 3. 0. 0. per Load, Deals £. 9. 5. per Standard Hundred.
Ditto - - - Ditto - 1820 - are - - £. 2. 7. 6. - - Ditto - - £. 7. 5. - Ditto.

London,
the 10th June 1820.

Appendix (IX.)

An Account of the several Duties imposed upon the importation of Wood into Great Britain, from time to time to the Duties imposed by the several Acts respectively; also of the Duties

SPECIES OF TIMBER.	DUTIES, By Act 49 Geo. 3, cap. 98.		ADDITIONAL, By Act 50 Geo. 3, cap. 77.	
	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Anchor Stocks, the piece - - - - -	- 7 -	- 7 4	- - -	- - -
Balks, under 5 inches square and under 24 feet long, the 120 - - - - -	3 16 4	3 17 8	3 16 4	3 17 8
— 5 to 8 inches square, or if 24 feet long or upwards, the 120 - - - - -	10 5 -	10 8 8	10 5 -	10 8 8
Battens, 8 and not exceeding 20 feet long, not above 7 inches wide, and not exceeding 2 $\frac{3}{4}$ inches thick, the 120 - - - - -	4 9 -	4 11 -	4 9 -	4 11 -
— exceeding 20 feet long, not above 7 inches wide, or if exceeding 2 $\frac{3}{4}$ inches thick, the 120 - - - - -	8 18 -	9 2 -	8 18 -	9 2 -
Batten Ends, under 8 feet long, not above 7 inches wide, and not exceeding 2 $\frac{3}{4}$ inches thick, the 120 - - - - -	1 10 -	1 11 -	1 10 -	1 11 -
— under 8 feet long, not above 7 inches wide, and exceeding 2 $\frac{3}{4}$ inches thick, the 120 - - - - -	3 1 -	3 2 8	3 1 -	3 2 8
Beech Plank, 2 inches thick, or upwards, the load	2 1 -	2 2 -	- - -	- - -
Beech Quarters, under 5 inches square, and under 24 feet long, the 120 - - - - -	3 16 4	3 17 8	- - -	- - -
— 5 and under 8 inches square, or if 24 feet long or upwards, the 120 - - - - -	10 5 -	10 8 8	- - -	- - -
Boards, Beech, under 2 inches thick, and under 15 feet long, the 120 - - - - -	3 15 4	3 18 8	- - -	- - -
— under 2 inches thick, and if 15 feet long or upwards, the 120 - - - - -	7 10 8	7 17 4	- - -	- - -
Boards, Clap, not exceeding 5 feet 3 inches long, and under 8 inches square, the 120 - - - - -	2 11 4	2 12 8	2 11 4	2 12 8
Boards, Oak, under 2 inches thick, and under 15 feet long, the 120 - - - - -	7 12 -	7 17 4	7 12 -	7 17 4
— under 2 inches thick, and if 15 feet long or upwards, the 120 - - - - -	15 4 -	15 14 8	15 4 -	15 14 8
Boards, Paling, hewed on one side, and not exceeding 7 feet long, the 120 - - - - -	- 15 8	- 16 4	- 15 8	- 16 4
— - - - - and exceeding 7 feet long, the 120 - - - - -	1 11 4	1 12 8	1 11 4	1 12 8
Boards, Pipe, above 5 feet 3 inches, and not exceeding 8 feet long, and under 8 inches square, the 120 - - - - -	3 17 -	3 18 -	3 17 -	3 18 -
— exceeding 8 feet long, and under 8 inches square, the 120 - - - - -	7 14 -	7 16 -	7 14 -	7 16 -
Boards, Wainscot, the foot, containing 12 feet in length and one inch in thickness - - - - -	- 2 4	- 2 8	- 2 4	- 2 8
Deals, above 7 inches wide, 8 and not above 10 feet long, and not exceeding 1 $\frac{1}{2}$ inch thick, the 120 - - - - -	3 5 -	3 6 9	3 5 -	3 6 9
— - - - - 8 and not above 20 feet long, and not exceeding 3 $\frac{1}{4}$ inches thick, the 120 - - - - -	8 15 -	9 1 4	8 15 -	9 1 4
— - - - - and not above 20 feet long, and exceeding 3 $\frac{1}{4}$ inches thick, the 120 - - - - -	17 10 -	18 2 8	17 10 -	18 2 8

Wood and Timber from Foreign Countries.

Appendix (IX.)

time, by the several Acts passed from the 49th to the 58th year of His late Majesty, both inclusive; distinguishing now existing on all descriptions of Wood imported into Great Britain.

ADDITIONAL, By Act 51 Geo. 3, cap. 93.		ADDITIONAL, By Act 52 Geo. 3, cap. 117.		ADDITIONAL, By Act 53 Geo. 3, cap. 33.		DUTIES, By Act 59 Geo. 3, cap. 52. in lieu of the former, repealed.	
In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
-	-	-	-	- 1 3 $\frac{3}{4}$	- 1 4 $\frac{1}{2}$	- 8 4	- 8 9
-	-	7 12 8	7 15 4	2 17 3	2 18 3	18 2 7	18 9 -
-	-	To be charged as Fir Timber by Act 52 Geo. 3, cap. 117.					
-	-	-	-	1 13 4 $\frac{1}{2}$	1 14 1 $\frac{1}{2}$	10 11 6	10 16 2
-	-	-	-	3 6 9	3 8 3	21 3 -	21 12 4
-	-	-	-	- 11 3	- 11 7 $\frac{1}{2}$	3 11 3	3 13 8
-	-	-	-	1 2 10 $\frac{1}{2}$	1 3 6	7 5 -	7 9 -
-	-	-	-	- 7 8 $\frac{1}{2}$	- 7 10 $\frac{1}{2}$	2 8 9	2 10 -
-	-	-	-	- 14 3 $\frac{3}{4}$	- 14 6 $\frac{3}{4}$	4 10 8	4 12 3
-	-	-	-	1 18 5 $\frac{1}{4}$	1 19 1 $\frac{1}{2}$	12 3 6	12 7 10
-	-	-	-	- 14 1 $\frac{1}{2}$	- 14 9	4 9 6	4 13 6
-	-	-	-	1 8 3	1 9 6	8 19 -	9 7 -
-	-	-	-	- 19 3	- 19 9	6 2 -	6 5 -
-	-	-	-	2 17 -	2 19 -	18 1 -	18 13 9
-	-	-	-	5 14 -	5 18 -	36 2 -	37 7 6
-	-	-	-	- 5 10 $\frac{1}{2}$	- 6 1 $\frac{1}{2}$	1 17 3	1 18 10
-	-	-	-	- 11 9	- 12 3	3 14 6	3 17 8
-	-	-	-	1 8 10 $\frac{1}{2}$	1 9 3	9 3 -	9 5 3
-	-	-	-	2 17 9	2 18 6	18 6 -	18 10 6
-	-	-	-	- - 10 $\frac{1}{2}$	- 1 -	- 5 6	- 6 4
-	-	-	-	1 12 6	- 13 4 $\frac{1}{2}$	8 2 6	8 7 -
-	-	-	-	3 5 7 $\frac{1}{2}$	3 8 -	20 15 8	21 10 8
-	-	-	-	6 11 3	6 16 -	41 11 4	43 1 4

(continued)

SPECIES OF TIMBER.	DUTIES, By Act 49 Geo. 3, cap. 98.		ADDITIONAL, By Act 50 Geo. 3, cap. 77.	
	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Deals, above 7 inches wide, exceeding 20 feet long, and not exceeding 4 inches thick, the 120	21 13 4	22 4 8	21 13 4	22 4 8
----- exceeding 20 feet long, and exceeding four inches thick, the 120	42 4 8	42 18 -	42 4 8	42 18 -
Deal-Ends, above 7 inches wide, under 8 feet long, and not exceeding 3½ inches thick, the 120	2 19 8	3 2 -	2 19 8	3 2 -
----- and exceeding 3½ inches thick, the 120	5 15 8	6 - -	5 15 8	6 - -
Fir-Quarters, under 5 inches square, and under 24 feet long, the 120	3 16 4	3 17 8	3 16 4	3 17 8
----- 5 to 8 inches square, or if 24 feet long or upwards, the 120	10 5 -	10 8 8	10 5 -	10 8 8
Handspikes, under 7 feet long, the 120	1 - -	1 - 8	1 - -	1 - 8
----- 7 feet long or upwards, the 120	2 - -	2 1 4	2 - -	2 1 4
Knees of Oak, under 5 inches square, the 120	- 10 -	- 10 8	- - -	- - -
----- 5 and under 8 inches square, the 120	4 2 -	4 5 8	- - -	- - -
----- 8 inches square or upwards, the load	1 6 -	1 8 -	- - -	- - -
Lathwood, in pieces under 5 feet long, the fathom	2 1 -	2 2 8	2 1 -	2 2 8
----- in pieces 5 feet long or upwards, the fathom 6 feet wide and 6 feet high	3 1 -	3 2 4	3 1 -	3 2 4
Masts, Yards and Bowsprits, 6 and under 8 inches in diameter, each	- 4 -	- 4 8	- 4 -	- 4 8
----- 8 and under 12 inches in diameter, each	- 11 -	- 11 8	- 11 -	- 11 8
----- 12 inches in diameter or upwards, the load	1 7 4	1 8 8	1 7 4	1 8 8
Oak Plank, 2 inches thick or upwards, the load	2 9 -	2 10 8	2 9 -	2 10 8
Oars, the 120	6 6 -	6 10 -	6 6 -	6 10 -
Roundwood, in pieces under 8 inches square and under 6 feet long, the 120	1 17 8	1 19 -	- - -	- - -
----- in pieces under 8 inches square and if 6 feet long or upwards, the 120	3 15 4	3 18 -	- - -	- - -
Spars, under 22 feet long and under 4 inches in diameter, exclusive of the bark, the 120	1 3 8	1 5 -	1 3 8	1 5 -
----- 22 feet long or upwards, and under 4 inches in diameter, exclusive of the bark, the 120	2 1 -	2 2 8	2 1 -	2 2 8
----- 4 and under 6 inches in diameter, exclusive of the bark, the 120	4 9 -	4 12 4	4 9 -	4 12 4
Staves, not exceeding 36 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120	- 11 -	- 11 4	- 11 -	- 11 4
----- above 36 and not exceeding 50 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120	1 - 8	1 1 4	1 - 8	1 1 4
----- above 50 and not exceeding 60 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120	1 7 4	1 8 4	1 7 4	1 8 4
----- above 60 and not exceeding 72 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120	2 - 4	2 1 4	2 - 4	2 1 4
----- above 72 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120	2 5 8	2 8 -	2 5 8	2 8 -
<i>Note.</i>—Staves being the growth or production of any of the United States of America, or of East or West Florida, or of the Ionian Islands, and imported directly from thence respectively, not exceeding 1½ inch in thickness, are charged with one third part only of the Duties on Staves.				
Timber, Fir, of Norway, and imported directly from thence, 8 and not exceeding 10 inches square, the load	- 9 3	- 9 6	- 9 3	- 9 6

imported into Great Britain—continued.

ADDITIONAL, By Act 51 Geo. 3, cap. 93.		ADDITIONAL, By Act 52 Geo. 3, cap. 117.		ADDITIONAL, By Act 53 Geo. 3, cap. 33.		DUTIES, By Act 59 Geo. 3, cap. 52, in lieu of the former repealed.	
In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- - -	- - -	- - -	- - -	8 2 6	8 6 9	51 9 2	52 16 2
- - -	- - -	- - -	- - -	15 16 9	16 1 9	100 6 -	101 17 9
- - -	- - -	- - -	- - -	1 2 4 $\frac{1}{2}$	1 3 3	7 1 9	7 7 3
- - -	- - -	- - -	- - -	2 3 4 $\frac{1}{2}$	2 5 -	13 14 9	14 5 -
- - -	- - -	7 12 8	7 15 4	2 17 3	2 18 3	18 2 7	18 9 -
- - -	- - -	- - -	- - -	To be charged as Fir Timber by Act 52 Geo. 3, cap. 117.			
- - -	- - -	- - -	- - -	- 7 6	- 7 9	2 7 6	2 9 1
- - -	- - -	- - -	- - -	- 15 -	- 15 6	4 15 -	4 18 2
- - -	- - -	- - -	- - -	- 1 10 $\frac{1}{2}$	- 2 -	- 12 -	- 12 8
- - -	- - -	- - -	- - -	- 15 4 $\frac{1}{2}$	- 16 - $\frac{3}{4}$	4 17 6	5 1 6
- - -	- - -	- - -	- - -	- 4 10 $\frac{1}{2}$	- 5 3	1 11 -	1 13 4
- - -	- - -	- - -	- - -	- 15 4 $\frac{1}{2}$	- 15 -	4 17 6	5 1 6
- - -	- - -	- - -	- - -	1 2 10 $\frac{1}{2}$	1 3 4 $\frac{1}{2}$	7 5 -	7 8 -
- - -	- - -	- - -	- - -	- 1 6	- 1 9	- 9 6	- 11 -
- - -	- - -	- - -	- - -	- 4 1 $\frac{1}{2}$	- 4 4 $\frac{1}{2}$	1 6 2	1 7 9
- - -	- - -	- - -	- - -	- 10 3	- 10 9	3 5 -	3 8 -
- - -	- - -	- - -	- - -	- 18 4 $\frac{1}{2}$	- 19 -	5 16 6	6 - 6
- - -	- - -	- - -	- - -	2 7 3	2 8 9	14 19 3	15 8 9
- - -	- - -	- - -	- - -	- 7 - $\frac{5}{8}$	- 7 3 $\frac{1}{4}$	2 4 9	2 6 4
- - -	- - -	- - -	- - -	- 14 1 $\frac{1}{2}$	- 14 7 $\frac{1}{2}$	4 9 6	4 12 8
- - -	- - -	- - -	- - -	- 8 10 $\frac{1}{2}$	- 9 4 $\frac{1}{2}$	2 16 3	2 19 6
- - -	- - -	- - -	- - -	- 15 4 $\frac{1}{2}$	- 16 -	4 17 6	5 1 6
- - -	- - -	- - -	- - -	1 13 4 $\frac{1}{2}$	1 14 7 $\frac{1}{2}$	10 11 6	10 19 4
- - -	- - -	- - -	- - -	- 4 1 $\frac{1}{2}$	- 4 3	1 6 2	1 7 -
- - -	- - -	- - -	- - -	- 7 9	- 8 -	2 9 2	2 10 9
- - -	- - -	- - -	- - -	- 10 3	- 10 7 $\frac{1}{2}$	3 5 -	3 7 4
- - -	- - -	- - -	- - -	- 15 1 $\frac{1}{2}$	- 15 6	4 15 10	4 18 2
- - -	- - -	- - -	- - -	- 17 1 $\frac{1}{2}$	- 18 -	5 8 6	5 14 -
1 16 2	1 18 4	- - -	- - -	- 10 3	- 10 9	3 5 -	3 8 -

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(continued)

(IX.)—An Account of the Duties on Wood

SPECIES OF TIMBER.	DUTIES, By Act 49 Geo. 3, cap. 98.		ADDITIONAL, By Act 50 Geo. 3, cap. 77.	
	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Timber, Fir, otherwise imported, 8 inches square or upwards, the load - - - }	1 7 4	1 8 8	1 7 4	1 8 8
Timber, Oak, 8 inches square or upwards, the load	1 6 -	1 7 4	1 6 -	1 7 4
Timber, of all sorts not particularly enumerated, 8 inches square or upwards, the load - - - }	1 7 4	1 8 8	- - -	- - -
Ufers, under 5 inches square, and under 24 feet long, the 120 - - - }	3 16 4	3 17 8	3 16 4	3 17 8
— 5 and under 8 inches square, or if 24 feet long or upwards, the 120 - - - }	10 5 -	10 8 8	10 5 -	10 8 8
Wainscot Logs, 8 inches square or upwards, the load - - - }	1 17 8	1 19 -	1 17 8	1 19 -

Wood, &c. from Foreign Countries—continued.

30th June 1820.

An Account of the Duties on Wood

SPECIES OF TIMBER.	Duties by Act 49 Geo. 3, cap. 98.	Additional, by Act 53 Geo. 3, cap. 33.	Duties by Act 59 Geo. 3, cap. 52, in lieu of former, repealed.
	£. s. d.	£. s. d.	£. s. d.
Anchors Stocks, the piece - - - - -	- - 8	- - 1 $\frac{1}{2}$	- - 10
Balks, under 8 inches square, the 120 - - - - -	- 13 8	- 2 6 $\frac{3}{4}$	- 16 3
Battens and Batten Ends, the 120 - - - - -	- 7 -	- 1 3 $\frac{1}{2}$	- 8 4
Beech Plank, the 120 - - - - -	- 7 -	- 1 3 $\frac{1}{2}$	- 8 4
Beech Quarters, under 8 inches square, the 120 - - - - -	- 13 8	- 2 6 $\frac{3}{4}$	- 16 3
Boards, Clap, the 120 - - - - -	- 10 4	- 1 11 $\frac{1}{4}$	- 12 4
Boards, Pipe, exceeding 5 feet 3 inches long and under 8 inches square, the 120 - - - - -	- 16 4	- 3 - $\frac{3}{4}$	- 19 6
Boards, not otherwise described, the 120 - - - - -	- 7 -	- 1 3 $\frac{1}{2}$	- 8 4
Deals and Deal Ends, the 120 - - - - -	- 7 -	- 1 3 $\frac{3}{4}$	- 8 4
Fir Quarters, under 8 inches square, the 120 - - - - -	- 13 8	- 2 6 $\frac{3}{4}$	- 16 3
Handspikes, under 7 feet long, the 120 - - - - -	- 1 10	- - 4 $\frac{1}{4}$	- 2 3
— 7 feet long or upwards, the 120 - - - - -	- 3 8	- - 8 $\frac{1}{4}$	- 4 6
Knees of Oak, under 8 inches square, the 120 - - - - -	- 7 -	- 1 3 $\frac{5}{8}$	- 8 4
— 8 inches square or upwards, the load - - - - -	- 4 8	- - 10 $\frac{1}{2}$	- 5 6
Lathwood, in pieces, the fathom 6 feet wide and 6 feet high - - -	- 5 -	- - 11 $\frac{1}{4}$	- 6 -
Masts, Yards, and Bowsprits, 6 and under 8 inches in diameter, each - - - - -	- 2 8	- - 6	- 3 2
— 8 and under 12 inches in diameter, each - - - - -	- 7 -	- 1 3 $\frac{5}{8}$	- 8 4
— 12 inches in diameter or upwards, the load - - - - -	1 5 8	- 4 9 $\frac{5}{8}$	1 10 6
Oak Plank, the 120 - - - - -	- 7 -	- 1 3 $\frac{1}{2}$	- 8 4

Wood and Timber from the British Colonies.

imported into Great Britain—*continued*.

ADDITIONAL, By Act 51 Geo. 3, cap. 93.		ADDITIONAL, By Act 52 Geo. 3, cap. 117.		ADDITIONAL, By Act 53 Geo. 3, cap. 33.		DUTIES, by Act 59 Geo. 3, cap. 52, in lieu of the former repealed.	
In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- - -	- - -	- - -	- - -	- 10 3	- 10 9	3 5 -	3 8 -
- - -	- - -	- - -	- - -	- 9 9	- 10 3	3 1 9	3 5 -
- - -	- - -	- - -	- - -	- 5 1 $\frac{1}{2}$	- 5 4 $\frac{1}{2}$	1 12 6	1 14 -
- - -	- - -	7 12 8	7 15 4	2 17 3	2 18 3	18 2 7	18 9 -
- - -	- - -	- - -	To be charged as Fir Timber by Act 52 Geo. 3. cap. 117.				- - -
- - -	- - -	- - -	- - -	- 14 1 $\frac{1}{2}$	- 14 7 $\frac{1}{2}$	4 9 6	4 12 8

William Irving,
Inspector Gen^l of the Imports and Exports
of Great Britain.

imported into Great Britain—*continued*.

SPECIES OF TIMBER.		Duties by Act 49 Geo. 3. cap. 98.	Additional, by Act 53 Geo. 3. cap. 33.	Duties by Act 59 Geo. 3. cap. 52. in lieu of the former, repealed.
		£. s. d.	£. s. d.	£. s. d.
Wood, &c. from the British Colonies.	Oars, the 120	- 16 4	- 3 - $\frac{3}{4}$	- 19 6
	Roundwood, in pieces, under 8 inches square, the 120	- 2 8	- - 6	- 3 2
	Spars, under 6 inches in diameter, exclusive of the bark, the 120	- 13 8	- 2 6 $\frac{3}{4}$	- 16 3
	Staves, not exceeding 50 inches long, the 120	- 1 -	- - 2 $\frac{1}{4}$	- 1 3
	— exceeding 50 inches long, the 120	- 2 -	- - 4 $\frac{1}{2}$	- 2 6
	Timber, Fir, 8 inches square or upwards, the load	- 2 -	- - 4 $\frac{1}{2}$	- 2 6
	— Oak, 8 inches square or upwards, the load	- 4 8	- - 10 $\frac{1}{2}$	- 5 6
	— not particularly enumerated, 8 inches square and upwards, the load	- 2 -	- - 4 $\frac{1}{2}$	- 2 6
	Ufers, under 8 inches square, the 120	- 13 8	- 2 6 $\frac{3}{4}$	- 16 3
	Wainscot Logs, 8 inches square or upwards, the load	- 4 8	- - 10 $\frac{1}{2}$	- 5 6

Note.—By Act 46 Geo. 3. cap. 117. continued by subsequent Acts until 25th June 1820, Masts, Yards, and Bowsprits, or Timber fit for naval purposes, of the growth or produce of the British Colonies or Plantations in North America, is admitted free of duty. The above scale of rates, therefore, applies only in cases wherein the Timber is not declared to be fit for naval purposes.

Custom House, London, }
30th June 1820.

William Irving,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (X.)

An Account of the several Duties now existing upon all Descriptions of Wood imported into *Ireland*.

SPECIES OF TIMBER.	Duties by Acts 54 G. 3. c. 129. and 55 G. 3. c. 14. in lieu of former Duties repealed.					
	In British Ships.			In Foreign Ships.		
	£.	s.	d.	£.	s.	d.
Anchor Stocks, the Piece - - - - -	-	8	3	-	8	8
Balks, under 5 inches square and under 24 feet long, the 120	18	2	9	18	8	11
— 5 and under 8 inches square, or if 24 feet long or upwards, the load - - - - -	3	4	11	3	8	1
Battens, not above 7 inches wide, or 3½ inches thick, and 8 and not exceeding 12 feet long, the 120 - - - - -	8	6	3	8	12	4
— - - - - and exceeding 12 and not exceeding 14 feet long, the 120 - - - - -	9	14	-	10	1	2
— - - - - and exceeding 14 and not exceeding 16 feet long, the 120 - - - - -	11	1	8	11	9	8
— - - - - and exceeding 16 and not exceeding 18 feet long, the 120 - - - - -	12	9	4	12	18	4
— - - - - and exceeding 18 and not exceeding 20 feet long, the 120 - - - - -	13	17	2	14	7	2
— - - - - and exceeding 20 feet long, the 120	34	6	1	35	4	-
Batten Ends, under 8 feet long and not exceeding 7 inches wide or 3½ inches thick, the 120 - - - - -	4	14	5	4	18	2
— under 8 feet long, not above 7 inches wide, and exceeding 3½ inches thick, the 120 - - - - -	9	3	1	9	10	-
Beech Plank, 2 inches thick or upwards, the Load - - -	2	8	8	2	9	10
Beech Quarters, under 5 inches square and under 24 feet long, the 120 - - - - -	4	10	7	4	12	2
— 5 and under 8 inches square, or if 24 feet long or upwards, the 120 - - - - -	12	3	5	12	7	9
Boards, Beech, under 2 inches thick and under 15 feet long, the 120 - - - - -	4	9	5	4	13	5
— under 2 inches thick and if 15 feet long or upwards, the 120 - - - - -	8	18	11	9	6	10
Boards, Cp, not exceeding 5 feet 3 inches long and under 8 inches square, the 120 - - - - -	6	1	11	6	5	1
Boards, Oak, under 2 inches thick and under 15 feet long, the 120 - - - - -	18	1	-	18	13	8
— under 2 inches thick and if 15 feet long or upwards, the 120 - - - - -	36	2	-	37	7	4
Boards, Paling, hewed on one side, and not exceeding 7 feet long, the 120 - - - - -	1	17	2	1	18	9
— - - - - and exceeding 7 feet long, the 120 - - - - -	3	14	5	3	17	7
Boards, Pipe, above 5 feet 3 inches and not exceeding 8 feet long and under 8 inches square, the 120 - - - - -	9	2	10	9	5	3
— exceeding 8 feet long and under 8 inches square, the 120 - - - - -	18	5	9	18	10	6
Boards, Wainscot, the foot containing 12 feet in length and 1 inch in thickness - - - - -	-	5	6	-	6	4
Deals, above 7 and not exceeding 12 inches wide and not exceeding 3½ inches thick, viz. and not exceeding 12 feet long, the 120 - - - - -	12	9	5	12	18	6
— exceeding 12 and not exceeding 14 feet long, the 120 - - - - -	14	11	-	15	1	7
— exceeding 14 and not exceeding 16 feet long, the 120 - - - - -	16	12	6	17	4	8
— exceeding 15 and not exceeding 18 feet long, the 120 - - - - -	18	14	1	19	7	8
— exceeding 18 and not exceeding 20 feet long, the 120 - - - - -	20	15	7	21	10	8
— above 7 and not exceeding 12 inches wide, not exceeding 20 feet long and exceeding 3½ inches thick, the 120 - - - - -	41	11	3	43	1	4
— - - - - exceeding 20 feet long and not exceeding 4 inches thick, the 120 - - - - -	51	9	2	52	16	1
— - - - - exceeding 20 feet long and exceeding 4 inches thick, the 120 - - - - -	100	6	1	101	17	9

Wood and Timber from Foreign Countries.

(X.)—An Account of the Duties on Wood imported into Ireland—*continued*.

SPECIES OF TIMBER.	Duties by Acts, 54 G. 3. c. 129. and 55 G. 3. c. 14. in lieu of former Duties repealed.					
	In British Ships.			In Foreign Ships.		
	£.	s.	d.	£.	s.	d.
Deal Ends, above 7 and not exceeding 12 inches wide, under 8 feet long, and not exceeding $3\frac{1}{4}$ inches thick, the 120 - - - - -	7	1	8	7	7	3
— - - - - and exceeding $3\frac{1}{4}$ inches thick, the 120 - - - - -	13	14	8	14	5	—
Fir Quarters, under 5 inches square and under 24 feet long, the 120 - - - - -	18	2	7	18	8	11
— 5 and under 8 inches square, or if 24 feet long or upwards, the Load - - - - -	3	4	11	3	8	1
Handspikes, under 7 feet long, the 120 - - - - -	2	7	6	2	18	9
— 7 feet long or upwards, the 120 - - - - -	4	15	—	4	18	2
Knees of Oak, under 5 inches square, the 120 - - - - -	—	11	10	—	12	8
— 5 and under 8 inches square, the 120 - - - - -	4	17	4	5	1	8
— 8 inches square or upwards, the Load - - - - -	1	10	10	1	13	3
Lathwood, in pieces under 5 feet long, the fathom 6 feet wide and 6 feet high - - - - -	4	17	4	5	1	8
— in pieces 5 feet long or upwards, the fathom 6 feet wide and 6 feet high - - - - -	7	4	10	7	8	—
Masts, Yards, or Bowsprits, 6 and under 8 inches in diameter, each - - - - -	—	9	6	—	11	1
— 8 and under 12 inches in diameter, each - - - - -	1	6	1	1	7	8
— 12 inches in diameter or upwards, the Load - - - - -	3	4	11	3	8	1
Oak Plank, 2 inches thick or upwards, the Load - - - - -	5	16	4	6	4	—
Oars, the 120 - - - - -	14	19	3	15	8	9
Roundwood, in pieces under 8 inches square and under 6 feet long, the 120 - - - - -	2	4	8	2	6	3
— - - - - and if 6 feet long or upwards, the 120 - - - - -	4	9	5	4	12	7
Spars, under 22 feet long and under 4 inches in diameter, exclusive of the bark, the 120 - - - - -	2	16	2	2	19	4
— 22 feet long or upwards, and under 4 inches in diameter, exclusive of the bark, the 120 - - - - -	4	17	4	5	1	4
— 4 and under 6 inches in diameter, exclusive of the bark, the 120 - - - - -	10	11	4	10	19	3
Staves, not exceeding 36 inches long or 4 inches broad, and not exceeding 1 inch thick, the 120 - - - - -	—	5	—	—	5	2
— - - - - exceeding 1 and not exceeding 2 inches thick, the 120 - - - - -	—	10	—	—	10	4
— not exceeding 36 inches long or 7 inches broad, exceeding 2 and not exceeding 3 inches thick, the 120 - - - - -	1	6	1	1	6	11
— above 36 and not exceeding 50 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120 - - - - -	2	9	1	2	10	8
— above 50 and not exceeding 60 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120 - - - - -	3	4	11	3	7	3
— above 60 and not exceeding 72 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120 - - - - -	4	15	9	4	18	2
— above 72 inches long, not above 3 inches thick, and not exceeding 7 inches broad, the 120 - - - - -	5	8	5	5	14	—
Timber, Fir, 8 inches square or upwards, the Load - - - - -	3	4	11	3	8	1
Timber, Oak, 8 inches square or upwards, the Load - - - - -	3	1	9	3	4	11
Timber not particularly enumerated, 8 inches square or upwards, the Load - - - - -	1	12	5	1	14	—
Ufers, under 5 inches square and under 24 feet long, the 120 - - - - -	18	2	7	18	8	11
— 5 and under 8 inches square, or if 24 feet long or upwards, the Load - - - - -	3	4	11	3	8	1
Wainscot Logs, 8 inches square or upwards, the Load - - - - -	4	9	5	4	12	7

See the Scale of Duties on British Colonial Timber on the following page.

(X).—An Account of the Duties on Wood imported into Ireland—continued.

SPECIES OF TIMBER.										Duties by Act 54 Geo. 3, cap. 129, and 55 Geo. 3, cap. 14, in lieu of former duties repealed.		
										£.	s.	d.
Wood and Timber from the British Colonies.	Anchor Stocks, the Piece - - - - -									-	-	9
	Balks, under 8 inches square, the 120 - - - - -									-	16	2
	Battens and Batten ends, the 120 - - - - -									-	8	3
	Beech Plank, the 120 - - - - -									-	8	3
	Beech Quarters, under 8 inches square, the 120 - - - - -									-	16	2
	Boards, clap, the 120 - - - - -									-	12	3
	—— Pipe, exceeding 5 feet 3 inches long, and under 8 inches square, the 120 - - - - -									-	19	4
	—— not otherwise described - - - - -									-	8	3
	Deals and Deal ends, the 120 - - - - -									-	8	3
	Fir Quarters, under 8 inches square, the 120 - - - - -									-	16	2
	Handspikes, under 7 feet long, the 120 - - - - -									-	2	2
	—— 7 feet long or upwards, the 120 - - - - -									-	4	4
	Knees of Oak, under 8 inches square, the 120 - - - - -									-	8	3
	—— 8 inches square or upwards, the Load - - - - -									-	5	6
	Lathwood, in pieces, the fathom, 6 feet wide and 6 feet high - - - - -									-	5	11
	Masts, Yards, and Bowsprits, 6 and under 8 inches in diameter, each - - - - -									-	3	2
	—— 8 and under 12 inches in diameter, each - - - - -									-	8	3
	—— 12 inches in diameter or upwards, the load - - - - -									1	10	5
	Oak Plank, the 120 - - - - -									-	8	3
	Oars, the 120 - - - - -									-	19	4
	Roundwood, in pieces under 8 inches square, the 120 - - - - -									-	3	2
	Spars, under 6 inches in diameter, exclusive of the bark, the 120 - - - - -									-	16	2
	Staves, not exceeding 50 inches long, the 120 - - - - -									-	1	2
	—— exceeding 50 inches long, the 120 - - - - -									-	2	4
	Timber, Fir, 8 inches square or upwards, the Load - - - - -									-	2	4
	—— Oak, 8 inches square or upwards, the Load - - - - -									-	5	6
	—— not particularly enumerated, 8 inches square or upwards, the Load - - - - -									-	2	4
	Ufers, under 8 inches square, the 120 - - - - -									-	16	2
	Wainscot Logs, 8 inches square or upwards, the Load - - - - -									-	5	6

Note.—By Act 46 Geo. III. cap. 117, continued by subsequent Acts until 25th June 1820, Masts, Yards, and Bowsprits, or Timber fit for naval purposes, of the growth or produce of the British Colonies or Plantations in North America, is admitted free of Duty. The above scale of rates therefore applies only in cases wherein the Timber is not declared to be fit for naval purposes.

Custom-House,
London, 30th June 1820.

}

William Irving.

Appendix (XI.)

Memorandum explanatory of the two preceding Accounts.

WITH reference to the Irish Schedule of Duties, I find that the latest general Act applicable in Ireland to those Duties is the 54th Geo. III. cap. 129, being an Act for the repeal of the then existing Duties, and for the imposition of new Duties in lieu thereof; and upon a comparison of the Rates with those of Great Britain, I find them to be in all cases nearly similar to the British Rates. But by an Act of the 55th Geo. III. cap. 14, the Duties on Battens and Batten-ends, and on Deals and Deal-ends, were repealed, and certain Duties imposed in lieu thereof, with reference to a greater sub-division of the dimensions of the timber to be charged at rates collateral therewith; for instance, Battens in the former Act consisted of two dimensions; viz. those not exceeding 20 feet in length, and those exceeding 20 feet in length; whereas the new Act imposed specific Rates on the following dimensions :

From 8 feet to 12 feet in length,		From 16 feet to 18 feet in length,
From 12 feet to 14 feet in length,		From 18 feet to 20 feet in length,
From 14 feet to 16 feet in length,		And exceeding 20 feet in length.

A similar alteration was made with regard to Deals, which, from five different Rates payable under the Act of the preceding year, were increased to eight scales of Duty by the last-mentioned Act, thereby differing from the system at present followed in Great Britain.

William Irving,
Inspector-General of the Imports and Exports of Great Britain.

Appendix (XII.)

Information, delivered in by a Member of the Committee, stating the Number of the Ships belonging to the Port of *Newcastle*; and showing the Trades in which they were employed during the year 1819.

	Number of Ships.	Tons.	Men.	Value.
Foreign Trade - - - -	356	89,827	4,492	£. 898,270
Coasting Trade - - - -	475	93,303	4,577	933,030
	831	183,130	9,069	1,831,300

Ships cleared Coastwise, 1819 - - - - 8,828

D° - - Foreign - - {Cargoes - - 838
Ballast - - 181

TOTAL - - - 1,019

The above Valuation is made on the present unexampled depreciated state of shipping property.

Account showing the Number of Ships belonging to the Port of *Newcastle* employed in the American Wood Trade, in the year 1819.

Number of Ships.	Tonnage.	Men and Boys.	Value.
209	59,411	2,900	£. 569,860

N. B.—The total number of Ships belonging to this Port in 1819 was 831, of which number 356 were employed in the different foreign trades. The American Wood Trade, therefore, employs more than one half of the whole number of foreign trading vessels, and nearly two-thirds of the tonnage.

The above Valuation is taken upon a very low scale, being a depreciation of more than 50 per cent. since the conclusion of the war.

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5. Foreign Trade of the Country. 1820.—Report from Committee of the House of Lords to inquire into the Means of Extending and Securing the Foreign Trade of the Country, &c.; dated July 11, 1820. (269.) - Sess. Vol. III. p. 381.

(Timber Trade.)

N.B.—The *Figures* refer to the Page of Report, Evidence or Appendix.

Agriculturists. See *Emigration*.

America. Reason why the subjects of the United States would not be able to export to other countries the same species of timber that they export to this country through Canada, 18—Opinion that the importation of timber from North America the principal cause of the diminished supply from the Baltic, 40.

See also *Deals.* *Emigration.* *Importation and Exportation.* *Oak.* *Pine.* *Timber Duties.*

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See also *Dry Rot.* *Memel Timber.* *Prices.* *Timber Duties.*

American Trade. Reason why the American timber trade is more valuable to British shipping than the Baltic, 43—Account of the number of ships, men and tonnage, employed in the North American trade, *App.* 89.

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Bainbridge, John. (Analysis of his Evidence.)—Great increase in the timber trade between this country and America, and causes thereof, 44, 45—Opinion that any reduction of the duties on Baltic timber would affect the Canada trade, and reason thereof; navigation of foreign ships much less expensive than that to which the British ship-owner is subject; rate of freight to the northern ports of Europe, 45—Nature of the exports to the British Colonies; great increase of population in the North American Colonies, 46.

Ballast. British ships sailing to the Baltic for timber go out in ballast, 16, 17—Whether Swedish ships return in Ballast or not, 19, 20—Great number of ships from Norway return in ballast, 22.

Baltic Timber. Whether the importation of timber from the Baltic is a gaining or a losing trade, 18—Circumstances which have caused the diminished use of Baltic timber, 60, 61.

See also *American Timber.* *Ballast.* *Canada Timber.* *Deals.* *Fir.* *Prices.* *Quality.* *Timber Duties.*

Baltic Trade. Account of the number of ships, men and tonnage, employed in the Baltic trade for the last 20 years, *App.* 88.

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Brought from The Lords,

26 June 1821.

S E C O N D R E P O R T

[RELATIVE TO THE SILK AND WINE TRADE,]

FROM

The Select Committee of the House of Lords, appointed to inquire into the Means of extending and securing the FOREIGN TRADE of the Country, and to report to the House; together with the Minutes of Evidence taken before the said Committee:—8th *June* 1821.

Ordered, by The House of Commons, to be Printed,

28 June 1821.

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Brought from The Lords,

26 June 1821.

SECOND REPORT.

BY THE LORDS COMMITTEES appointed a **SELECT COMMITTEE** to inquire into the Means of extending and securing the **FOREIGN TRADE OF THE COUNTRY**, and to report to the House.

ORDERED TO REPORT,

THAT since their Report upon the Commerce of Great Britain with China and the East Indies,* the attention of the Committee has been principally directed to the manufacture of Silk in this country, as one which has, more than any other branch of commerce, existed under the influence of prohibitions, duties, restrictions and drawbacks.

It appears certain that, without some artificial support, this manufacture could not in former times have been introduced or maintained with any success in this country; and as long as our principal supply was derived from a part of Europe so much nearer to France as Italy, all competition in its own favourite branch of manufacture with the former country, which produces at the same time so large a proportion of the Raw Silk which it consumes, must have appeared entirely hopeless; but now that the supply from our own possessions in the East Indies is annually improving in quality, and its quantity appears to be increasing to an almost unlimited extent, it may not be unreasonable to expect that the skill of our artisans, the influence of our capital, and the perfection of our machinery, should be as successfully applied to this as to other branches of manufacture in which we can with facility command a cheap and certain supply of the raw material. In fact, notwithstanding the heavy duty on the raw material, which has always attached more to this than to any other manufactory of the same importance, it has already been so far extended, and has acquired so much consistency and value from the new situation in which this change of circumstance has placed it, that the Committee consider its interests as peculiarly deserving the attention of the Legislature.

For a long period the preparation of Silk in Bengal was of the rudest kind, applicable here only to inferior purposes, and in price bearing a proportion to that of Italian Silk of about from one-third to one-half. Towards the year 1770, the Italian mode of preparing Silk was first introduced in that part of the world; but the improvement was not for many years considerable, nor were the importations much, or at least regularly increased till about the year 1812. They appear to have been greatly augmented, and the average annual importation from that period may be stated at 900,000 *lbs.* being nearly double the average of any eight previous years; and this accompanied with a corresponding improvement in the quality of the Silk, some of which has been found fully equal to that produced in Italy, and the average

* Ordered, by The House of Commons, to be Printed, 7 May 1821 :—N^o 476.

average difference of value between Silks of comparative quality is stated not to be more than from five to ten per cent. It is also to be remarked, that the best and oldest filatures are those in the possession of the East India Company, and it is only within a short period that the possessors of private establishments have been excited, by the competition of the Private Trade, to bring their filatures to perfection; but in them too, a gradual improvement has been traced; and as the preparation of Raw Silk affords more employment to the country producing it than almost any other raw material, this commerce appears to be one likely to be productive of great reciprocal advantages to Great Britain and to India. The price of Italian Silk is from 13*s.* to 26*s.* per lb. exclusively of the duty, that of Bengal Silk from 12*s.* to 25*s.*; but as it is stated that only one crop of Silk is annually produced in Italy, whilst from two to three are in the same period produced in India, it is to be expected that when the supply shall be better regulated, the Indian Silk of equal quality will bear a still lower price than it does now, as compared with the Italian.

The importation of Raw Silk from Foreign Europe has, from many causes, been exceedingly variable, but it has increased in the course of the last three years, during which it has averaged about 580,000*lbs.* The importations from China have been considerably augmented in the last seven years, and average about 150,000*lbs.* In addition to this, about 340,000*lbs.* of Thrown Silk are annually imported from Italy; and the total amount of our importations paying duty, and therefore in all probability consumed in our manufactories, amounted in the last three years to an average of 2,100,000*lbs.*; in the year 1820, taken by itself, to 2,547,212*lbs.*; the extent of which, as compared with that of its rival manufacture in France, may be estimated, when it is found in the work upon French industry and manufactures, by Mons. Chaptal, formerly minister of the interior of France, and consequently of great authority upon such subjects, that the whole of France did not in ordinary years, down to the year 1812, produce more than 987,000*lbs.* and that the whole of the Silk consumed in the French manufactory was not more than double that amount. One of our own most intelligent manufacturers states, that the value upon Raw Silk is increased nearly four-fold in the course of manufacture, and that the whole value of our Silk manufactures cannot be stated at less than ten millions annually, which, with the exception of a very trifling proportion to the whole, is used for home consumption.

It therefore becomes an important object of inquiry, from what circumstances a manufacture of such growing consequence at home holds out such little promise of being advantageous, with respect to Foreign trade, beyond the mere importation of the raw material. This manufacture would undoubtedly not have hitherto existed, but by the prohibitory laws which gave to it the entire monopoly of the home market; but at the same time it has laboured under considerable disadvantages; the raw material which it prepares has been heavily taxed, and the district in which it is principally carried on has been made subject to a law of regulation, by which the employment of capital, the price, and with the price the direction of labour, have been very unhappily controlled. The duties are 4*s.* the lb. upon Bengal; 5*s.* 7½*d.* upon all other Silk; and upon Organzine, 14*s.* 7½*d.*; and the total amount received upon these duties has not been more than from 5 to 600,000*l.* Organzine is Silk twisted into Thread, for the purpose of being used in manufacture, and has been principally imported from Italy; but from the amount of the duty, our capitalists have been induced to establish Silk mills for this purpose here; and whereas twenty years ago, nearly one-third of the Silk imported consisted of Organzine, its actual amount has remained nearly stationary, whilst that of the other Silk has been nearly doubled, and it now bears a proportion of nearly one-sixth to the whole. It has been, however, a matter of surprise to the Committee, and it has appeared inexplicable to

to nearly all the witnesses examined, that though the manufacture of Organzine is one almost entirely carried on by machinery, and requiring, in great part, only the labour of women and children, yet that it cannot be made here at less than double the price for which it is thrown in Italy; a circumstance which can apparently be best accounted for from this branch of the manufacture having been but recently adopted in this country; and the Committee trust that when its economy shall be better understood, we shall have the same advantage as to price and skill in this, as in our other manufactures, in which machinery is principally used. In the mean time, the English Organzine is generally allowed to be but little inferior in quality to the Italian; but the proprietors of Silk throwing mills state, that even if the other duties were taken off, unless a protecting duty of nearly one-third its present amount were given in favour of English Organzine, that their establishment would be ruined. The other duties bear, unquestionably, very heavily upon the price of the manufacture; they amount to 25, and in many instances to 33 per cent. upon the prime cost of the raw material, and of this material there is a waste of considerably more than a quarter in the course of manufacture; this, with the length of time that elapses between the first payment of the duty and the sale of the manufacture, and the number of hands through which it passes, each claiming a profit, tends no doubt very much to enhance its price before it is sold to the consumer. It is calculated by one of the witnesses to do so, in articles manufactured of Italian Organzine, to the amount of 84 per cent; in those of English Organzine, from 45 to 48; and this exclusive of heavy duties paid in soap, in dyeing goods, &c. In order to counterbalance this duty, with regard to the Export Trade, a drawback, with a variety of modifications, not exceeding twelve shillings upon every pound weight of manufactured Silk exported, is allowed: a drawback which is very far in many cases, particularly in those of fine work, from being a compensation for the duty originally paid, amongst others, particularly in the article of patent Net Lace, the drawback upon which is stated by one of the witnesses to be only 4s. per pound, whilst the duty and the effect of the duty amount to 30s. The drawback however is, generally speaking, as liberal as could be allowed, without opening a door to such frauds as might be practised, by dyeing goods to give them artificial weight. It could with difficulty be better proportioned to the real amount which has been paid in duty by the manufacturer, and the Committee cannot recommend that it be increased; but the charges that are made upon those who apply for this drawback ought to be moderated. It appears that for every exportation upon which it is due, a charge is incurred of 45s. which, in the case of the small parcels of Silk generally exported, is a larger sum than could be demanded in return; and this, with the various delays which at present attend such an application, frequently operate altogether to prevent its being made. The Exportation of Silk manufactures, and mixtures with Silk, though some have occasionally been made to most parts of the world, have, exclusively of the British Colonies, principally taken place to Spain, Portugal, the United States, and the Brazils. Under the existing duties, a great increase of the export, except in a few articles, can scarcely be anticipated. In fact, as far as relates to a large proportion of the supply to the United States, both France and this country may long continue to be undersold by the Chinese; though in Hosiery, and perhaps in some fancied articles of fashion, we appear to have some sale in that country. With respect to the quality of our Silk manufacture, it is stated, not only by persons interested in the trade, but by some American gentlemen examined by the Committee, that, setting the question of price aside, it is in many respects fully equal to that of the French; equal in the article of Piece Goods, inferior in Ribbons, very greatly superior in Gloves and Hosiery, as well as in Poplin and other mixtures of Wool and Silk; but that in price we are from 20 to 25 per cent. dearer; a portion of which difference is perhaps to be accounted for by a piece of machinery which has been for some years in use at Lyons, and which is described to be an inestimable

advantage in weaving the finer and varied patterns of Silk. This machinery is now known, and has been brought to perfection in this country by a gentleman who has shown very considerable skill and industry in making himself master of it; but it has not yet been brought into use.

Upon the whole, the Committee are of opinion, that it would be highly detrimental to a manufactory which has so long enjoyed an exclusive protection, and has been but lately brought to any great degree of activity or perfection, abruptly to take off the prohibitions and duties upon Foreign articles; but considering the tendency to increased demand which has for some time manifested itself in the home market, a very small diminution of the duty upon the raw material might be expected to produce considerable effect in giving an increased steadiness to the manufacture, and, if the circumstances of the country allowed it gradually to be taken off, a small duty only being left upon the Organzine, our manufactures would have nothing to dread from the competition of French Silks, even if permitted to be introduced upon a duty of from 12 to 15 per cent, and a considerable augmentation upon the export might, at the same time, be reasonably expected.

If it was found impracticable to make any speedy reduction in the Duty on Raw Silk, without the substitution of another, it might deserve consideration, whether it might not, with safety to the Revenue, be transferred to the manufactured article, by which all the inconvenience arising from advance of capital and the necessity of drawbacks might be avoided.

There is another consideration connected with this branch of trade, upon which the Committee think themselves bound to solicit the attention of the Legislature. The Silk manufacture in London and Middlesex is regulated by the Act 13 Geo. 3, c. 68, under which the Lord Mayor, Magistrates, &c. have a power of settling and regulating the wages to be paid to journeymen weavers by persons residing within limits therein prescribed, and by which heavy penalties are imposed upon persons so residing and employing, for the purpose of evading the act, weavers who live beyond these prescribed limits. The effect of this law has been to produce a variety of orders, with prices and limitations affecting every description of fine work. Instances frequently have occurred of these prices being raised, none of them ever being reduced. Their variations with respect to the number of threads to an inch, the penalties to which a manufacturer may innocently become subject by these variations, and the obligation to pay the unskilful the same wages with the skilful workman, the discouragement to all improvement in machinery, the total omission in the act of all limitation in point of time within which informations may be brought; these, and many other vexations have been stated to the Committee as affecting the master manufacturer, and more than all, that part of the act which prohibits him employing in what part of the country he thinks most advantageous any portion of his capital; and it appears to the Committee, that it must ultimately have also an injurious effect with regard to the journeymen, for, even as it is in times when the trade has been checked, it has prevented the manufacturer from relieving his workmen by giving them work at a lower rate than usual, and obliged him at once to discharge them; but its plain and certain tendency is to banish the trade from Spitalfields into the country, where it may be carried on with freedom, and therefore with greater advantage and profit. Some branches of work are already done in the country at two-thirds of the price for which it can be done under this act; and it is clear that there only, for a time, or at least while this act continues in force, will every improvement in machinery be adopted.

It is but lately that great Weaving establishments have been set up at Macclesfield and Manchester, and in other places, but several branches are now carried on in these places, which have in consequence been entirely discontinued in Spitalfields; and

and it is clear that, under the existing regulations, the London workmen must be undersold. The general increase of demand for Silk manufactures, the difficulties always attendant upon the removal of capital, the proximity of these establishments to the best market, and their stability, from long continuance, have allowed them hitherto to prosper; but it is clear to the Committee, that unless some modification takes place in this law, it must be in the end ruinous to the Silk Manufacture of Spitalfields, and as injurious to the workmen as it will be to the employer. The inconveniences attending this act are sufficiently obvious in themselves, and will be found strongly stated by many of the most intelligent Witnesses; but the arguments in its favour, as keeping down the poor's rate, and affording only a sufficient compensation to the workman, will be best found in the Evidence of Mr. Hale.

WINE.

THE great diminution which appears progressively to have taken place for some years past in the importation of Foreign Wines, has induced the Committee to direct its attention to that branch of Trade, with a view of considering how far it is affected by the existing state of duties, and more particularly by the preference which has been so long shown to Spanish and Portuguese Wine, over those of French production.

As, however, great doubts are stated to be entertained by some of the Witnesses most conversant in the trade, whether a diminution in the amount of duty would lead to a considerably increased consumption of French Wine, and no diminution of the lower duty imposed upon Spanish and Portuguese Wine, can in the present circumstances of the country be contemplated, the Committee do not feel themselves justified, while they annex to their Report the Evidence they have received upon this subject, to recommend, upon speculative ground, any material alteration of the existing system, until some disposition is evinced by the French government to facilitate such an arrangement by making some concession in favour of articles of British manufacture. It may however be worth considering, whether the substitution of a duty ad valorem, for that which is now taken by the measure, upon French Wine, would not lead to an increased consumption, and contribute, without detriment to the Revenue, to the accommodation of the British consumer.

The Committee think it material to observe, that great as the diminution has undoubtedly been in the consumption of Wine, the decrease of importation is not solely to be accounted for from that circumstance; there has been for some years past a great diminution in the amount of Wine re-exported from this country, owing to the practice which prevails of charging for any deficiency in strength or quantity, and to the expense of importing and re-exporting bearing a greater proportion now to the prime cost of the Wine than it did some years ago; they are now stated to amount to 30 or 40 per cent upon the first cost. The causes of this change, and the regulations which would be necessary to recover this branch of trade, are fully pointed out in the Evidence of Mr. Gowen and Mr. Wilde.

MINUTES OF EVIDENCE (*brought from the Lords*) RELATIVE TONAMES OF WITNESSES EXAMINED ON THE
SILK TRADE.

<i>Enoch Durant, Esquire</i>	-	-	-	-	-	-	p. 9.
<i>John Thorpe, Esquire</i>	-	-	-	-	-	-	p. 13.
<i>William Hale, Esquire</i>	-	-	-	-	-	-	p. 17.
<i>John James Emanuel De Ferre, Esquire</i>	-	-	-	-	-	-	p. 22.
<i>Thomas Gibson, Esquire</i>	-	-	-	-	-	-	p. 24.
<i>Ambrose Moore, Esquire</i>	-	-	-	-	-	-	p. 30.
<i>John Davison, Esquire</i>	-	-	-	-	-	-	p. 32.
<i>James Morrison, Esquire</i>	-	-	-	-	-	-	pp. 34. 44.
<i>Jacob Farnsworth, Esquire</i>	-	-	-	-	-	-	p. 36.
<i>Samuel Laurence, Esquire</i>	-	-	-	-	-	-	p. 38.
<i>Stephen Wilson, Esquire</i>	-	-	-	-	-	-	p. 39.

NAMES OF WITNESSES EXAMINED ON THE
WINE TRADE.

<i>Charles Le Tavernier, Esquire</i>	-	-	-	-	-	-	p. 45.
<i>John Hall, Esquire</i>	-	-	-	-	-	-	p. 47.
<i>John Gowen, Esquire</i>	-	-	-	-	-	-	p. 52.
<i>John Wilde, Esquire</i>	-	-	-	-	-	-	p. 55.

MINUTES OF EVIDENCE.

Die Veneris, 4^o Maii, 1821.

The MARQUESS OF LANSDOWNE in the Chair.

Enoch Durant, Esquire,

Is called in; and Examined, as follows:

*Enoch Durant,
Esq.*

(4 May 1821.)

IN what line of business are you?—A Silk Broker.

Are you generally acquainted with the Silk Trade?—I think so.

Into how many branches is the Silk Trade divided?—The Merchant, the Preparer, the Manufacturer, and the Retailer.

What are the principal descriptions of manufacture?—They are divided technically into what are called Broad Goods, including ladies and gentlemen's general ware for garments; the Ribbon; the Hosiery; and various mixed Silks with Cotton and Stuff.

What is Organzine?—Organzine is one mode of preparing the Raw Silk for the use of the manufacturers, by doubling the raw threads in a peculiar way. There are two other modes of preparing the Raw Silk; one, by doubling the thread in a different manner from Organzine, which is called Tram; a third mode, by spinning the single thread, which is called Singles.

The importation of which of those three descriptions is entirely prohibited?—Tram and Singles, the two last.

In what parts of England are the different manufactures principally carried on?—The Broad Silks in *Spitalfields*, at *Macclesfield*, and of late at *Manchester*; Ribbons at *Coventry* chiefly; mixed Silk and Worsted at *Kidderminster* and *Norwich*; Hosiery, *Nottingham* and *Derby*; Sewing Silk, *Leek*, and various mixed qualities in different parts of England and Scotland.

What is the amount of capital which you estimate to be vested in the manufacture of Silk?—I have never considered it: the capital of individual manufacturers, the more eminent, engaged in their manufactory, may amount to £. 100,000 and upwards.

In what places is the Silk prepared for those manufactories?—The preparation for the Silk manufacture we consider a distinct class of business, though many of the manufacturers have mills for the preparation of Silk for their own use; those establishments are very numerous in *Macclesfield*, *Congleton*, and many parts of *Cheshire*; but there are establishments for this purpose in almost every part of *England*.

Do you know what number of persons it is estimated by the Trade are employed throughout the country?—I have heard it estimated, but the estimate is so various, and I think so vague, that I have no confidence in any estimate I have ever heard.

From what countries, and to what amount, is Silk principally imported?—*Bengal*, *China*, *Italy* and *Turkey*; I think the average of late years amounts to fully a million eight hundred thousand pounds.

In what proportions?—I should take *Bengal* at about eight hundred thousand pounds, somewhat under; *China* at about one hundred thousand pounds; *Turkey*, at an average, about one hundred thousand pounds; the importations of last year were much larger from *Turkey*; the remainder I should make up from *Italy*, being about eight hundred thousand pounds.

Of the six hundred thousand pounds imported from *Italy*, what proportion is Organzine?—Speaking from recollection only, I should apprehend about one-third.

Has that proportion diminished of late years from the establishment of manufactories in this country?—Certainly, and progressively.

Enoch Durant,
Esq.

(4 May 1821.)

What are the respective prices and qualities of those different kinds of Silk?—China generally bears nearly an uniform and steady price, and also Turkey Silk; there is not much variation in their respective qualities. China Silk at from 19*s.* to 24*s.* per pound, exclusive of the duty; Turkey Silk from 14*s.* to 16*s.*; Italian Silk, 13*s.* to 26*s.* I speak of the price in bond, free of duty. Bengal Silk from 12*s.* to 25*s.* These prices refer to Raw Silk: the prices of Italian Organzine Silk, from 18*s.* to 30*s.*

There is no Organzine imported from any other country but Italy?—Certainly not; Organzine Silk, I believe, is not prepared in any other country than Italy, and here.

Do we import any Silk from Sicily?—Very little.

What is the reason more is not imported from Sicily?—That its mode of reeling is not suitable to the machinery generally adopted in this country for the preparation of Silk.

What is the defect, in their mode of reeling, or our machinery?—The circumference of the reel they use is too large.

Is the Bengal Silk improving in quality?—Certainly.

Has much been imported by the private traders?—The importations of private trade have been and are progressively increasing; I think they may average now about fifteen to eighteen hundred bales per annum; the bales of Bengal Silk, almost without variation, consists of 150 *lbs.* each.

Is there any difference in the quality of the Silk imported by the Private Trade and by the Company?—Decidedly at present; that difference is diminishing progressively.

In what manner do you account for the Silk imported by the Company being superior to that imported by the Private Trader?—The Company reel their Silk in establishments or filatures of their own, many years established under European residents; the private Bengal Silk is obtained from native filatures established long since those of the Company, and where hitherto there has not existed a stimulus to bring it to the same perfection.

Does the price of Bengal Silk keep a proportion to its quality, when compared with the Italian Silk?—It will naturally vary with its proportionate supply to the demand; at this moment, and for many months past, they have been proportionately on a par.

Can you state how many crops of Silk there are in the year at Bengal?—I have always understood three; in March, July and November.

How many in Italy?—One only; in the months of April and May.

Do you consider the price of Bengal Silk as likely to diminish?—The Company purpose to increase their supply of Bengal Silk very considerably; I think for a time it will exceed the demand, and consequently the price must be depressed; but the progressive improvement in Native filature Bengal Silk, I think will obtain for it a higher rather than a lower price progressively.

Do you know the prime cost of the Silk in Bengal?—That is much affected by the demand of the Company for the Cocoon or Worm Pods; from the Company's present demand, I apprehend that the price of Silk in Bengal is now high, but I believe its natural cost in Bengal is very low.

To what duties is Raw Silk subject?—Bengal, 4*s.*; Italian, Turkey and China Raw Silk, 5*s.* 7½*d.* per pound; Italian Organzine, 14*s.* 6*d.* or 14*s.* 7½*d.*

What is the total amount produced by those duties?—I am not acquainted with it.

Through what process does Silk go, so as to suffer waste in being prepared for the manufacturer?—Waste arises in two processes; in the throwing into Organzine, Tram or Single, and in re-winding by the manufacturer. All Silk also diminishes in weight, three ounces and a half to four ounces per pound, in the process of dyeing or boiling, except in dyeing black.

Have you ever calculated how far this waste enhances the duty upon manufactured goods?—Such calculations have been made, but I have never entered into them.

On the preparation for manufacture, is there any great consumption of soap and other articles also liable to duty?—I apprehend there is; but not being a manufacturer, I cannot speak precisely to that point.

At what rate can Organzine be manufactured in this country?—The prices paid for organzining Silk in this country, are from 7*s.* to 10*s.* per pound, where it is done by hire; and the waste from three to fifteen per cent.

At

*Enoch Durant,
Esq.*

(4 May 1821.)

At what rate in Italy?—From the best information which I have been able to gather, I believe the prices in Piedmont and Turin are about 3*s.* 6*d.* for their pound, which I believe is about equal to twelve ounces of our pound. I believe that might be taken as about the general average of Italy, with a waste certainly much less than ours.

Do you know whether there is any difference in the compensation of waste between this country and Italy?—There is here no fixed compensation, it depends upon the skill of the thrower.

Whatever is wasted, is lost by the employer?—Yes; in Italy it is matter of agreement.

When you state the price to be at nearly 4*s.* 6*d.* a pound, do you estimate that in that case the waste is compensated to the employer?—No, I mean the waste there to be the loss of the employer.

Is the Organzine principally made by machinery?—Organzine is all prepared in mills by machinery, but requires also personal superintendence of men, women or children.

Is there a large proportion of women and children employed?—I have always so understood.

Can you account for the difference in price between this country and Italy in the manufactory of Organzine?—I account for it, but without confidence in my correctness, from two causes; one, from their retaining at home their most perfect Raw Silk; the other, from the establishments of Italy being of a very old date, and the establishments here of very modern date: the extensive Organzine establishments of this country, with the exception of one, are not I believe any of them more than forty years old; and the great increase of them has arisen within the last five-and-twenty years progressively, as the duty on Organzine Silk has been increased disproportionately to that of Raw.

Is the quality of the English Organzine equal to that of the Italian?—Generally speaking, when made from Italian Silk, it is not considered equal.

What is the difference of price which they bear in the market?—In one particular article, the English generally sells higher than the Italian Organzine; but generally I should state a difference of 5 to 10 per cent.

What drawbacks are allowed upon the exportation of manufactured Silk?—There is a scale of drawback, but with which I am quite unacquainted.

Can you state to what extent they cover the duties?—Speaking generally, I should think that the amount of drawback is sufficient to compensate for the duty; but the manufacturers state, that they are so much encumbered with charges as to render them useless to their intended purpose.

Can you state any of the particulars of those charges?—I cannot.

Is there any drawback upon the exportation of mixed goods?—I think so, but I am not certain.

Do you know whether much manufactured Silk is exported?—I know that very little is exported.

Have you had opportunities of comparing the English Silk goods with those of France?—I know nothing of goods in their manufactured state.

Do you know whether in France they make their own Organzine?—I have understood that they do not; they prepare their own Trams and Singles.

Are any Chinese manufactured Silks sold in this country?—As prohibited goods, they are sold for exportation.

Have you been able to draw any comparison between their manufactured Silks and our own?—I have no knowledge upon the subject; but upon recollection, I have always understood that China Sewing Silk is so much cheaper than any other Sewing Silk of the world, that the use of it has almost precluded the use of any other in America, although less suitable to their purposes.

What is the date of the act of parliament regulating the prices of wages within the county of Middlesex?—I do not know.

Are you acquainted with the operation or the effect of that act?—Merely as matter of opinion.

What is your opinion of its operation?—I think it has a tendency to check any endeavours, on the part of the manufacturers, to introduce any new mode of manufacturing their goods, if such mode occurred to any of them; and it has had the effect to drive progressively from Spitalfields many articles of the Silk manufacture which were formerly established there.

Enoch Durant,
Esq.

(4 May 1821.)

Do you consider it, therefore, as injurious as well to the journeyman as to the master manufacturer?—I consider it more injurious to the journeyman than even to the master.

Has, in fact, the manufacture of Silk in Spitalfields decreased within a few years, or has it only not increased in the same proportion with the establishments in the country?—The manufacture in the country has increased; the manufacture of Spitalfields, I apprehend, has remained stationary.

Do you know the number of persons employed in weaving in Spitalfields?—I have heard it estimated, but not so that I can speak with confidence to it.

When you state that there has been no positive diminution in the extent of manufacture in Spitalfields, do you mean that the same amount of population is employed?—I apprehend so.

No alteration, in your opinion, has taken place in the mode of manufacturing Silk, which leads to the employment of a smaller number of hands in proportion to the Silk manufactured?—As progressively Spitalfields has lost various articles of manufacture, others have arisen to supply their place, so as to keep their employment, I apprehend, about where it was.

Are there any particular branches of the manufacture which you conceive may be carried on with greater advantage in Spitalfields than in the country, and *vice versa*?—The branches more immediately connected with the fashion of the day, and with the higher fashions of the day, I apprehend would be more advantageously carried on in Spitalfields than in any part of the country; but, as regards all the other branches, I apprehend they would be best carried on where they could be produced at the cheapest rate.

Can you form any opinion of the effect which a diminution of the existing duties upon the importation of Raw Silk might have upon the prosperity of the manufacture, whether with respect to the extent of the demand, or perfection of the article?—I apprehend that every diminution of duty would give a considerable stimulus to the Silk trade in all its branches, and consequently I apprehend it would give extension to it, and also tend to a degree of perfection which it has not yet attained.

A very small portion of the Silk manufactured in this country is exported?—Very trifling; we used formerly to export considerably.

Are you of opinion, that if by a diminution of the duty any increased perfection in the article could be produced, an increase of exportation might be expected now to take place?—Not so much from increased perfection as from diminished price.

Did not we formerly export considerable quantities of manufactured goods?—Very considerable.

To what countries?—Principally to America.

When did that exportation cease?—It has progressively ceased; I think it finally ceased about six or seven years back.

Was that prior to putting on the high duty?—I think prior to the last high duties.

What was the last high duty?—I speak from recollection only; I think 3*s.* 6*d.* per pound on Organzine.

When was the last duty laid on Raw Silk?—I have no recollection of dates.

Have you known the French to buy Raw Silk in this country?—Both China and Bengal, whenever the prices of those Silks here are proportionably lower than the price of their own Silk.

Are China and Bengal Silk applicable to any purposes to which the Italian Silk is not so well adapted?—China, for hosiery; to which Italian is not generally applicable.

You stated that two sorts of Silk Thread were prohibited, the Single and Tram; do you conceive there would be any advantage in the admission of those descriptions of Silk?—To the manufacturer probably it would be desirable that he should get every kind of Silk in the cheapest way; but the admission of those articles would be throwing down the protection which the Silk mills of the country have hitherto enjoyed.

Can you speak to the comparative qualities of French and English Tram?—The quality of Tram will depend upon the original quality of the Raw Silk; if the quality of the Raw Silk is equal, the quality of the two Trams will be equal also.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Monday next, one o'clock.

Die Lunæ, 7^o Maii, 1821.

The MARQUESS OF LANSDOWNE in the Chair.

John Thorpe, Esquire,

Is called in ; and Examined, as follows :

*John Thorpe,
Esq.*

(7 May 1821.)

WHAT is your trade?—My present business is that of a Ribbon Manufacturer, carried on at Coventry, but I have heretofore carried on much more extensive business and more general in Spital-square, which I have left to my brothers ; what I am now doing is only one-fourth of that I have heretofore carried on.

Are you generally acquainted with the Silk trade throughout the country?—I think I have a pretty general knowledge of it ; I have had a good deal of experience.

Have you any capital invested in Silk mills?—I have.

Have you formed any estimate of the extent of capital and the number of persons concerned in the Silk trade throughout the country?—I am not prepared to answer that question so accurately as many others would be.

Can you state what proportion of the Italian Silk now imported is Organzine?—In my own opinion, and from the information I have been able to derive, it is as thirteen hundred is to eight thousand bales of Silk : importers and merchants would be much more capable of speaking to this correctly than I am as a manufacturer ; it is with them a business, with me merely a matter of curiosity and information.

Do you consider the English Organzine to be equal in quality to the Italian?—It is capable of being made so in England, it is a newer business ; there was for a while a little inferiority, but there are mills in this kingdom now that prepare this article equal if not superior to any we get from abroad.

What is the average price of the English Organzine in the market, compared with the Italian Organzine?—Some of the Organzine that is thrown here brings a greater price than even the Italian Organzine, but a large proportion of it some few shillings under ; and from the causes I have before stated, it is generally suspected that the Italian dealer in Silk, who is often also a proprietor of mills, keeps the best for himself ; whether this is correct I do not know, but it is a very natural suspicion for an English throwster to entertain.

Do you manufacture Organzine only from the Italian Raw Silk, or from the Bengal also?—From both.

Is any great proportion of the Bengal Raw Silk equally fit to be manufactured into Organzine with the Italian?—It is generally supposed to be inferior, and with only one or two exceptions it is so, as regards the filature or fabric.

In what manner would you make those one or two exceptions ; are they with respect to particular seasons?—Particular factories in India : the best Silk which comes from India is from the Comercolly Factory and that of Gonatea.

According to your observation, has the quality of the Bengal Silk improved in later years?—It has, and is capable, I humbly conceive, of much greater improvement.

Are you able to state at what rate per pound Raw Silk is in Italy manufactured into Organzine?—It has been stated to me frequently from 3*s.* to 3*s.* 6*d.* or 4*s.* ; there is a wonderful difference in size and in goodness of the Silk to work.

At what rate are you able to make the same manufacture?—At from 7*s.* to 10*s.* ; there lies the pith of the difference, in the first process.

Do you know whether there is any material difference in the waste of the Italian mills, as compared with that of the English mills?—The most expert hands make the least waste ; it may be supposed that they make as little as we do.

Do you know whether there is any material difference in their machinery?—I do not conceive that they have any superiority, except in the first cost of the machinery.

Are not a great proportion of the people employed in your mills women and children?—A large proportion.

At what rate of wages?—They are extremely disproportionate, both for the length of time they have been engaged in it, and also the difference of age and capacity,

John Thorpe,
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capacity, and the work to which they are set; children from half-a-crown a week, to women at 8s. 6d.

In what manner do you account for the difference of price charged in Italy from that which is charged in this country?—The difference of rate of living, unquestionably; that which affects all branches of British manufacture, and for ever must as long as the interest on the national debt continues at the same high rate it now is, when every other property in the kingdom is deteriorated.

Is the number of Silk mills increasing in this country?—It is increasing. Within these few days I have understood there are two new mills, and those of considerable magnitude, building in Manchester; and there the Silk trade is a little extending itself, and profitably extending itself to some parts of the country, in consequence of the list of prices fixing at a very high rate certain fancy works in Spitalfields, which has the effect of extending the trade in the country.

Is not the trade of throwing Silk considered profitable by persons who have capital to invest?—It has been so, but it is not at present; much higher prices for throwing have heretofore been got, and more of it to do.

Are the prices of throwing Silk undergoing a gradual diminution, and have they done so lately?—I do not conceive that they can undergo any gradual reduction, to leave the thing profitable at all to the workers, in the present state of things.

Would you consider any diminution in the duty on Organzine as likely to be injurious to the trade of throwing Silk in this country?—I do conceive that we are not in a situation to undergo any experiment, or the smallest alteration, in the existing mounds, restrictions and protections that we have now in the Silk trade, unless government were prepared to go the whole length of a gradual abolition of all existing duties upon the raw material, at periods not less than six months between, and extending themselves to the distance of at least two years: if they were prepared to do without all existing duties upon the raw material up to that period, and six months after, we might be in some condition, most probably, to compete with France; if a protecting duty, equal in amount to the difference of the price of living between the two countries, were imposed upon the French article of manufacture, and one of 3s. to 5s. a pound on the Organzine. This is the result of very serious considerations of what I conceive this business wants nationally; for my own comfort and present advantage, I should decidedly say, let us alone, as the French merchant said to the minister of Henry the fourth.

Is it your decided opinion, that the duty upon the raw material must have been abolished for a certain period before it would be practicable, without injury, to remove any one of the protections under which this trade should be carried on?—It is, and upon this plain simple consideration, that I compare the French manufacturer and the English to two men of original strength, the one under sickness, disheartened and under a heavy weight, and the other in good sound health, spirits and activity; those two men cannot travel together on equal terms for a length of time.

Have you formed any calculation of duty, the Raw Silk being from 4s. to 5s. 6d. per pound, what that duty amounts to before the article can come to sale in a manufactured state?—I should think it would be, by the charges and interest, and profit and inconveniences, increased one-third, and further, it sinks one-fourth in weight, in the manufacture.

What time in your opinion elapses between the first payment of the duty upon the raw material and its being afterwards brought to sale in a manufactured state?—I have bought Silk myself which has been in this country from nine to twelve months, in the hands of the merchant waiting a market; a twelvemonth might, on the average, be a fair estimate between the payment of the duty and its being actually sold in a manufactured state; the importer of Italian Silks often does not bond them; he keeps them in his warehouse for the facility of showing them, and is sometimes many months before he finds a customer.

At what rate would you consider that period to add to the duty to be paid on the manufactured article?—It is a question of interest and the value of money; a man should have ten per cent. on the money employed in his business.

Do you, under all those circumstances, consider 12s. 6d. to be a sufficient drawback upon the exportation of manufactured goods?—The trade have acquiesced in it, and thought it fair.

Have you, in point of fact, under this drawback, exported any quantity of goods?—We think it was given us too late; we had lost the business, and it is not a sufficient boon to tempt our customers back.

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Is the drawback subject to any charges?—Yes, we have always considered them heavy and vexatious.

When was the present drawback fixed?—I think about eighteen months ago.

Can you state what the charges are to which the drawback is subject?—I cannot exactly; but they are much more considerable in the port of London, than they are in Liverpool; when I asked the question, I was told in Liverpool there are no patent places; the expense of exporting goods or getting this drawback in the port of London, is much more considerable than in the port of Liverpool, or any of the out-ports; a system which wants looking at, if that system is continued.

During the time you have carried on business, do you recollect any great exportation of manufactured Silk goods?—I do; it formed a considerable portion of my business, in which I got the principal part of the property I possess.

To what countries?—The United States of America.

About what year did this exportation cease?—On the first restoration of peace, about six years ago, it subsided.

Was it then in a flourishing state, or was it gradually diminishing?—It was gradually diminishing from the cessation of the Orders in Council, that prevented the intercourse of Americans with France: we had then a shipping trade, while the French could not supply them; as soon as the Americans could return to that market they did, and kept there.

Do you know what drawback is allowed upon mixed goods?—I believe 2s.; but that part of the business I have long discontinued.

Do you consider that drawback of 2s. sufficient for mixed goods?—The trade did consider the drawbacks, as they were settled, fair.

Have you had much opportunity of comparing the English Silk goods with those of France?—By pattern, frequently.

In what particular description of goods do you consider the French as superior to us?—In the figured and fancy trade.

Are they generally superior to us in Ribbons?—I think they are.

Speaking of Piece Goods generally, do you consider the French as superior to the English?—I do not think that they do make a better article in plain goods of any kind.

Are they so in Hosiery?—I have not much means of knowing any thing of the Hosiery business, but I have understood they make a light and cheap article, but not so good.

Have you had any opportunity of comparing the dyes of the two countries?—I have.

What is your opinion of their comparative merits?—We have always thought in shades the French have shown quite as much taste as we have; and in one or two colours, the light blue and a peculiar kind of purple, they get good colours.

Are their colours more or less durable than ours?—I do not consider that they have any advantage in that.

Do you speak of that without exception?—We are not conscious of any advantage, except in particular colours; they talk of a fast purple, and one or two other colours.

Have you had any opportunity of comparing the prices of the two manufactures?—The price of the manufactured goods is infinitely greater here than there.

Is the price here higher in a greater proportion than can be accounted for by the duty on the raw material?—Something in the labour; my own opinion is from 10 to 12½ per cent. on the article actually in the labour; this is a difficulty which, from the causes I before stated, cannot be overcome.

Are you acquainted with the machinery which the French use in weaving?—I have understood it to be very good, and the best looms we have in the Ribbon trade are what are called French looms, and which have been latterly introduced.

Were you ever at Lyons?—Never.

Can you state the quality of the China manufactured Silk as compared to English?—I have always considered such goods as I have seen of the manufacture of China, as possessing more merit from their weight than from the excellence of their fabric, and from their extreme cheapness. The China Raw Silk we consider to be equal to most Italian, and better than any Bengal; and I have always thought it extremely impolitic to have that Silk rated at so high a duty in comparison to Bengal, which has checked the use of it in our manufactory, to the injury of the manufacturer.

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Do you mean that by the low duty on the Bengal Silk, our manufacturers have been tempted to use that Silk in preference to the China Silk?—I do; could they have used China at the same duty, they would have done it, to the advantage of the manufacture.

Do you know whether there is any great quantity of China manufactured Silk sent here for exportation?—I do not know; the French are buyers of the China Raw Silk in this market; the Americans are buyers of Silk goods from China; they import them direct from thence, and I understand it is one of their most profitable lines of business.

Did you not once possess a manufactory in Spitalfields?—I did.

What was at that time your idea of the operation of what is called the Spitalfields Act?—That it was always injurious; it had its origin in timidity, and has always existed to the disadvantage of Spitalfields. I am of opinion that labour should find its own level; the French have always thought so, and acted upon it; they have no restrictions.

Has it had the effect of increasing the prosperity of the manufactories in the country in opposition to those of Spitalfields?—I think that the manufactory would never have extended itself in the country to any thing like the degree it has, if it had not been for those restrictions.

Is it to the effect of those restrictions you alluded, when you stated that the high prices fixed upon some fancy articles in Spitalfields had recently increased the manufacture in the country?—It was, and in allusion more particularly to fancy articles; applications were made to extend it, and the Legislature very wisely thought it ought not to be extended.

Have many manufacturers, in consequence of that act, entirely removed their capital from the establishments in Spitalfields?—I cannot state that as a fact; establishments have grown in the country, and have prospered in consequence of that, I conceive; but it has been generally by individuals resident in the towns; Cotton manufacturers have become Silk manufacturers, in many instances.

What are the two enactments of that act, which you consider as the most prejudicial?—I object upon the general principle, that no interference in labour is just, nor beneficial; that labour should find its own level.

Does not the apprehension of incurring penalties under that act, operate to prevent persons employing capital in Spitalfields, from also employing capital in establishments in other parts of the country?—I apprehend that some have entertained fears on this head, but I always considered it was a misconception of the law.

Have the establishments in Spitalfields, notwithstanding this act, continued to flourish?—They have.

To what, with your opinion of the injurious effect of this act, do you attribute that prosperity?—Fashion has favoured the consumption of Silk goods considerably.

Have the establishments there increased proportionably with those in other parts of the country?—I think they have remained pretty stationary; those in the country have extended.

Is the Spitalfields Act matter of complaint, either with the journeymen or the masters, in Spitalfields?—Many of the employers have had serious cause of complaint against it, and this has arisen as much from the unpleasant interference, as from its general tendency to keep labour high.

Does it operate as much against the quality of the manufacture as upon its price?—The regulations of it are frequently vexatious and injurious; they fix certain rates and certain reeds and certain counts, which have the effect of enhancing the price; I do not think this is suffered to deteriorate the article, but it enhances the price.

Is it the practice in Spitalfields, in consequence of this act, to take men only for a short period, and to dismiss them as soon as their work is done?—No manufacturer has an interest in keeping them when he does not want them, as he would do a servant engaged at low wages, whom he could not replace; I have been informed the French pay their hands by the week, and our's are paid by the piece, every regulation of which is fixed and laid down definitively.

Are you enabled to state what a common workman is enabled to earn in Spitalfields under this act?—Many of them will get two guineas and a half a week, while perhaps many of them will work for 16s. a week.

When you speak of the work being done at the rate of two guineas and a half a week, can you state what that work would have been done for in the country?—I cannot correctly, it depends upon so many circumstances.

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How do you account for the French manufactured Silk being superior to the English?—Having labour much cheaper, they bestow more pains and attention upon it.

John Thorpe,
Esq.

[The Witness is directed to withdraw.]

(7 May 1821.)

William Hale, Esquire,

Is called in; and Examined as follows:

WHAT is your business?—I am a Silk Manufacturer; my manufactory is carried on in Spitalfields.

William Hale,
Esq.

Have you ever been at Lyons?—Yes.

Lately?—I made the tour of France, Switzerland and Italy, with my family, in 1816. I was at Lyons a few days.

Had you an opportunity of inspecting the Silk manufactory?—The whole of it.

Had you an opportunity of seeing the mills for spinning Organzine in Italy?—Yes, I saw them in the neighbourhood of Turin.

Can you state precisely at what rate per pound they are enabled to manufacture Raw Silk into Organzine at Turin?—I have no means of ascertaining that; but I should suppose, from the information I could collect, it was from 2s. to 3s. not exceeding 3s. per pound; but I have no data on which I could proceed to ascertain precisely the price paid.

Did you ascertain whether there was a greater waste in the course of the manufacture than there is in this country?—I do not apprehend that there was more waste, but their machinery was not in such an improved state as we have it here.

How do you account for the price of throwing Silk being so much higher here than it is there?—I have no means of ascertaining it; I have often put the question, but never could get what I considered a satisfactory answer. The poor, I conceive, live very cheap to what they do here; they get for their meals a certain portion of fruit, with a piece of bread.

Do you consider the price of throwing Organzine here, as affording more than a sufficient profit to the manufacturer?—I should consider not, for this reason, that many Silk mills have been erected in various parts of England, and there is a great competition; and therefore I conceive it is done as low as they can well afford to do it.

You do not think it likely to be further reduced by increased competition?—Not much, unless provisions should fall lower. I have paid as high as 12s. per pound for Organzine, and the average price now is not more than from 8s. to 9s. for the finest Silks. A few years back there was not sufficient machinery to meet the demand, and now there is more machinery than there is work for its employment.

Do you consider the quality of the English Organzine to be fully equal to that of the Italian?—Yes, in every respect. I should think the Italians of course keep back their very best Silks for their own mills. I am not so competent to speak to Organzine as I am to the Silk manufacture.

Do you consume a less proportion of Italian Organzine, compared with the English, than you used to do in former years?—Much less, for the same number of looms. I do not use half the quantity of Foreign Organzine which I used to do. I feel a disposition, and it is my interest also, to consume as much of our own Organzine as I possibly can, to employ our own machinery, and thus to give work to the lower classes.

From your observation, do you consider the English Twist and the English Tram to be equal to the Italian?—Quite so; I inspected the machinery at Turin, and was very much surprized to find they were so backward in proportion to what they were in the north of England; the old Silk mills at Derby, that were working perhaps fifty years back, were on much the same construction as the mills are now at Turin; the mills I saw working Organzine were on a construction which has been long exploded by the best manufacturers of Organzine in this kingdom; the same remark might hold good in the Silk manufactory at Lyons, but I saw no organzining in any part of France, and I did not hear of there being a single mill to throw Organzine in that country.

In what branches of the manufacture do you consider the French superior to the English?—I do not consider them superior in any one branch; I think for the same quantity of Silk, we could put our work together, and finish it in a complete state

William Hale,
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of manufacture, to a greater advantage; it would have a better appearance, and sell better.

For works of the same appearance and the same quality, what would be the difference of price between English and French goods?—I am not competent to give an answer to that question; I am not aware of the wages they pay for manufacturing Silk at Lyons; the duty we pay here on Silk, of course your Lordships are well acquainted with.

Supposing the duty to cease, you cannot state what would be the difference of price at which the manufacturer would be able to sell?—They would undersell us considerably, because, independent of the low price of wages, their being so near the place where Silk is produced in its raw state, they would work it and bring it to market before we could get it over here to dye it.

Can you state what is the average price of Raw Silk a pound at Lyons?—No, my great anxiety was to see as much of the manufacture, while I was at Lyons, as possible; and from the most accurate observation, I found that the very methods that the Spitalfields weavers had fifty or sixty years back, and which are only in the recollection of the oldest weavers, having been long exploded, are still adhered to at Lyons; but there was one piece of machinery that far exceeded ours, in the loom, a method of weaving very fine figured works with one treadle: it is done here by a number of treadles or cords, which a boy stands by to pull up and down.

Is that a great saving of time and labour?—Very great.

Have you no method of drawing a comparison between English and French Silk?—Some manufactured Silk I bought there, was about 20 per cent. cheaper, but how far it might be charged higher, on account of my being an Englishman, I cannot say.

What per-centage do you think our duties on the raw material bear on the manufactured article?—It depends a great deal upon the Silk we use, the duty is so different; taking one part of Organzine Silk and two parts of the Raw, the duty would be from 15 to 20 per cent.

Has it often come within your knowledge, that the French have bought their Raw Silk in this country?—When there is a scarcity of Italian, or Italian Silk is so high, that it would answer their end to use the Bengal in preference, they come over here to buy Bengal; they were considerable purchasers two years back, in this country, as Italian was then full 30 per cent. higher; at that time there was a great scarcity of both Raw and Organzine Silk in Italy; the market at Lyons then used a very great quantity, in consequence of very large orders from America; but the Americans sent them over cotton in payment, and cotton falling near 100 per cent. stopped a considerable part of their manufactory for a time.

Did you obtain any information as to the number of bales of Silk consumed at Lyons?—Not exactly at Lyons; but in France, generally, it is supposed the consumption of Italian is more than in Great Britain, but I should think if we add the Bengal and China Silk, there is as much Silk manufactured in Great Britain as there is in the whole of France; at Lyons I am persuaded the manufacture is not so large as it is in Spitalfields, but there may be adjacent villages where the manufactory is carried on, which I did not visit.

Do you consider the drawback of 12s. 6d. a pound on manufactured Silk a sufficient compensation to the manufacturer for the duty on the raw material?—It has been a very great relief to the trade during the last twelve months; our exports in the Silk manufacture, I have been informed, are increasing very much.

Do you know to what places the exportation principally is?—I believe to those countries which have the opportunity of going to France for the same articles.

Have the French any advantage in their dyeing goods which we have not?—I should think not; I saw no colours there that I conceive were dyed better; what they pay for dyeing I am not able to say.

Are our dyeing woods liable to heavy duties?—I think they are; we used to pay, 25 years back, 2s. a pound dyeing black, we now pay 3s. 6d. The Silk manufacture in Britain has been gradually on the increase for the last five-and-twenty years; there is considerably more Silk used. At one time during the war, your Lordships are aware, we manufactured more Silks, because we had the trade to the Colonies entirely, the French being shut out from the market; and we naturally expected, when peace returned, that we should not have so much trade; there were some inconveniencies suffered of course, at that time; but still the Silk manufactory has increased, and is increasing, and is in a very flourishing condition; I suppose there are 500,000 employed in the Silk trade in the country.

Have

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Have you ever considered what would be the effect, as to Foreign trade, of taking off the duty on the raw material?—The lower the duty, the greater would be our prospect of increasing our exportations.

Do you conceive that under those circumstances it will be possible to open our market to the introduction of French Silks?—I should think not.

At what rate of duty could that be done?—I do not conceive that any import duty could save us from being inundated with French Silks, without paying duty at all, they have so many methods of conveying manufactured goods here. When I was at Paris they had no idea I was a manufacturer, and they offered me, for an insurance at 10 per cent. to send me any quantity of manufactured Silks I chose to select, to any part of London I wished, notwithstanding the liability of their being seized as French, wherever they were found.

Do many French goods find their way into this country?—Yes; but I do not consider that an evil; there is a disposition in many to wear any thing that comes from France; and we have frequently found that a few Silks thus introduced, however improperly, have been copied immediately; and where there has been one French garment worn, there have been a thousand sold as French from the very patterns thus copied: it is no uncommon thing for a manufacturer to copy the pattern immediately, and send it down to Brighton, and, by means of fishwomen and smugglers, the Silks are sold for French at a higher price than they would have given for them in London.

Do you think that preference is entirely the effect of fashion?—Yes; in no respect do I conceive them capable of manufacturing Silk to greater advantage than we can; but we have one advantage, I conceive, in Britain, in employing our poor in the silk manufactories, which is unknown in any part of the world. It is no uncommon thing for the poor on the continent to be employed for three or four months, and then to be out of work two or three months; but not so with our best hands, either in the Silk trade or the Broad Cloth. The general mournings, and mournings for private families, being at least three months, while on the continent they are only for a few days, there is always a great quantity of goods manufactured for the Black trade, for the purposes of mourning; and this being so sure an article, it serves for the principal manufacturers to repose upon to employ their hands at the time when, but for that circumstance, they could not know what to do with them. Sometimes, in the months of June and July, it cannot be ascertained what colours will be wanted for the winter, or what colours will be most fashionable. The lower classes of society would be destitute of work for two or three months, till some Duchess might make her appearance in Brighton with a new colour just from Paris, and they might be then set to work upon it; but during those seasons the manufacturer will not turn off his best hands, but will employ them on black, as being sure to go at one time of the year or another; for black being so much worn on general and private mournings, it is sure to go within six or twelve months; and I conceive this to be a very great blessing to our poor: this refers to the manufactures in general throughout the country.

Are you acquainted with the Cotton trade at all?—I have seen the machinery, but am not acquainted with the trade.

Can you state whether machinery is more applicable to the manufactory of Cotton than it is to that of Silk, either in the spinning or the weaving?—Machinery can be acted upon on Cotton in a way it cannot in Silk; they may extend their machinery to a number of looms in the Cotton trade, which never can be in Silk.

Can you explain more particularly why it is more applicable?—The machinery of Cotton has certainly undergone very great improvements within the last twenty or thirty years, and also in Silk; they have kept pace with each other; our Cotton manufactory is the first in the world, and I conceive our Silk is also; I believe machinery has been brought to bear on Silk as far as it can; they have introduced machinery to work a number of looms together in the Cotton trade, but that cannot be done in Silk; Silk is of a fine delicate texture, and requires all the nicety of the hand and the eye to overlook one loom.

Is not the great proportion of Cotton goods manufactured by a journeyman at his own house?—Yes; and I am not aware, where the machinery has been extended to working a number of looms, how far it is has succeeded; it has been tried on Silk and given up.

You conceive the wages of labour must always bear a much larger proportion to the cost of the article in the Silk manufacture than in the Cotton?—A great deal.

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William Hale,
Esq.

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You are acquainted with the Spitalfields Act?—Yes.

What are its principal enactments?—The bill extends to ten miles round London; and the provisions of the act are chiefly to prevent any unpleasant circumstance arising between the masters and the journeymen as to the price of labour. The masters, or a committee of them, meet a committee of the journeymen, and they settle the price of the work, what it ought to be paid for making; and in ninety-nine cases out of a hundred I should suppose there is no difference; they come to an amicable adjustment of what may be considered the fair price. Perhaps in new work the master would think it should be done for 10*d.* the journeymen 1*s.*; and after a little friendly adjustment, they may agree to 11*d.* and then go before a magistrate: he asks the question, whether both sides are agreed? they answer, Yes; and the magistrates sign the paper put before them; it is then advertised for three weeks, and becomes a settled price until it is altered by a mutual subsequent agreement.

For what length of time does that agreement subsist?—Always, until it is altered.

In case of disagreement is it referred to the magistrate to decide?—In case of disagreement it is referred to the magistrate to decide, and sometimes it is given in favour of the manufacturer, sometimes in favour of the journeyman; but I can remember but one instance, of the plain branches, where there was a disagreement.

Has the effect of that act been to keep up wages higher than they were in the distant parts of the country?—Yes.

In what proportion do you conceive wages to be higher than they are at Macclesfield, or other parts of the country?—There is a considerable difference in the figured articles; but my manufactory consists entirely of plain goods; there has been a considerable difference between the prices we pay in Spitalfields and the price paid in various parts of the country; but our prices that we have always paid for the plain goods, which I have had chiefly to do with, and consequently can speak more to them than any other, I have never conceived too much; the average of the earnings of all my hands that work for me, (and I endeavour to keep them as constant as I possibly can, perhaps as much so as any manufacturer in the kingdom,) does not amount to more than from 13*s.* to 14*s.* a week.

For men?—For men and women together; the average of my men would not exceed 15*s.* per week, for all the men I employ.

Are not the manufacturers in the country able, in consequence, to undersell you?—Very little on plain goods; when there has been a want of work in the Cotton trade in the country, and more hands have applied for work in the Silk trade in the country, that has led them so to reduce the price of labour, that they have been able to undersell us a little in the plain goods, but not much; for the trade of Spitalfields has been more regular in its employment of the poor, than any other district. The fair price we have paid for labour has secured to us the best of hands, and the poor have always been satisfied; you never hear of any riotous proceedings in Spitalfields; the various existing gradations of society are much respected, much more so than they are in the North. And the consequence is, we have kept the poor's rates low: in the time of great distress, when bread was as high as 22*d.* a quartern loaf, the poor's rates were then 2*s.* per quarter on the rack rent, (I am treasurer of the parish for the poor's rates); some time after, they got down to 1*s.* 9*d.* then to 1*s.* 6*d.*; they kept there for some years; but twelve months ago, they were reduced to 1*s.* 3*d.* now to 1*s.*; and the parish, which was £.4,000 in debt, does not now owe a shilling. I conceive, if our prices had not been regulated, we should have got into the system of paying the poor so low for work, they could not have subsisted; they must then have got the remainder from the parochial fund; they would almost all have become paupers, their spirit of independence would have been broken, their morals deteriorated; and thus they would have been brought into discontent and disaffection to the government, under which they could not have got an honourable livelihood.

Do you consider the manufactory in Spitalfields to be extended of late years, or to have continued the same?—Extended; there have been more employed in the Silk manufactory for the last seven years, than there were before.

Can you form a calculation of the number employed?—I should suppose from fifteen to sixteen thousand looms, and I should think every loom would occupy three hands.

Can you state how many looms were occupied ten years ago?—Perhaps about two thousand less.

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Is it the effect of that act to prevent your employing any surplus part of your capital in manufactories in the country?—No, I never considered it so; I never had a loom in the country.

Would you not consider it illegal to have one?—If I was a manufacturer in town, and employed looms in the country, I should think it was illegal by the words of the act; but I never felt any inclination to carry on any manufactory in the country merely for the low wages.

Do you consider that part of the act beneficial to Spitalfields, equally with those provisions which regulate the price of wages?—If that part of the act was done away, I think there are some who reside in Spitalfields, and many more in the city of London, who would manufacture a great part of their goods in the country, and the hands in Spitalfields would be thrown out of work.

Is it not notorious that a great proportion of the manufacturers in the city employ looms in the country?—There are many.

Is not that considered to be contrary to the existing law?—I believe it is, but I am not capable of giving an opinion upon the subject; I know it is done.

Do you consider that to be against the existing law?—I do not feel myself qualified to give a positive opinion upon that subject; I have understood that it was; I believe it has been tried, and that the verdict was in favour of the journeymen.

Are they not doing so at some risk?—Yes, I conceive so; but it has always been carried on.

You were understood to say, that the English manufacturer could, with the same quantity of Silk, make an article quite equal to the French: do you conceive that the articles manufactured are actually, in point of excellence of manufacture, equal?—I think they are better: I think we can manufacture a piece of goods with the same quantity of Silk, and produce it for sale, and it would be more sightly, better in every respect, and fetch more money, if good judges were to see the two pieces on the counter, and take from them the prejudice of one being French and the other English.

Have you ever understood that the French employ a greater quantity of labour in the same article?—No, I believe they do not.

Do they employ a greater quantity of Silk?—They employ a greater quantity of Silk; but it is not so sightly, they twist it harder; we put more labour into our goods, generally speaking, in Spitalfields: a great part of the goods I make are very light goods, and require to be made with very fine Silk, and a great deal of labour in them; and, although our act of parliament (the Spitalfields act) restricts us as to the price of labour, to a certain number of shoots in the inch, the journeymen never make a complaint, nor never make a demand, if we go to twenty, thirty, forty, or fifty more: I never knew but one instance of their making a demand for this additional labour, although the act would enable them to do it.

Do the French employ a larger quantity of Silk in their manufacture?—Yes, Silk being cheaper, they make their work heavier; there is more Silk put in, but not more labour; there is more labour in the English.

Does not the increased quantity of Silk make the articles more durable?—Yes, in many instances, but not always; that must depend upon the manner in which the article is manufactured; a Silk handkerchief might weigh four ounces, and not wear so well, nor half so well, as a Silk handkerchief that weighed only one ounce.

You have stated, that there are five hundred thousand persons employed in the manufacture of Silk in Great Britain: are there no more than forty-eight or fifty thousand hands employed in Spitalfields?—There are no more than the number I have stated employed in Spitalfields; but a great many of those employed in the country, in Lancashire, in Somersetshire, and in various parts, in many counties of England, are employed in throwing Silk for the weavers in Spitalfields.

What do you consider the number of people employed in the Silk manufactory, independent of Spitalfields, in London?—There are very few, comparatively speaking, that work out of the north-east district of London, which takes in part of Bishopsgate, Shoreditch, Bethnal Green, Mile End New Town, and great part of Whitechapel, with the whole of the parish of Christ Church Middlesex, generally called Spitalfields.

Is there any actual export of Silk goods at present?—Yes, of a great many.

To what quarter of the world?—To Canada, to America, and some to our Colonies; but I have been told within the last few months, that the effect of the bounty lately granted is begun to be felt, and that our exports have increased considerably.

*William Hale,
Esq.*

(7 May 1821.)

Is there any exportation to the United States?—There has been an increase within the last six months; I am not competent to state to what particular parts it has taken place, but I believe many more hands have been employed in consequence.

Do you not consider your opinion in favour of the Spitalfields act as a singular one amongst the master weavers?—No, by no means.

Generally speaking they are in favour of it?—Yes, nine out of ten; I have very good reason for stating that. The subject was discussed in the Committee of the House of Commons on the Coventry petitions, and they wished to know from me the opinion of the manufacturers as to the operation of the act, and I think there was but one manufacturer in Spitalfields who did not sign a declaration, which strongly expressed their entire approbation of that act. The person I referred to was soon afterwards a bankrupt, and is not now in this country. I have, I think, seen the advantages of that act in carrying on my business, in its preserving the men a more respectable class than they would otherwise have been; they have depended on their own labour for an honourable maintenance, and not upon the parochial fund; I would sooner have twenty men work for me, to whom I paid a fair price, than fifty who were unpaid; I have invariably found, that whenever a man was underpaid for his labour, his spirit has been broken down, and from poverty he has descended into absolute pauperism, and has become dependent, not on his industry, but on parochial relief; thus the hedge of his independence is destroyed, and he becomes a useless man for ever. I would not have a man work for me who takes parochial relief. I have no wish to extend legislative interference in the price of labour, but I do sincerely wish that every industrious man should be paid an adequate and fair price for his labour, and that being thus paid he should not be suffered to take parochial relief.

[The Witness is directed to withdraw.]

John James Emanuel De Ferre, Esquire;

Is called in; and Examined, as follows:

*J. J. E. De Ferre,
Esq.*

ARE you a Silk Merchant?—I am; I was bred to it.

Are you a native of this country?—I am.

Are you at all acquainted with the French manufactories of Silk?—I have no knowledge whatever of the manufactory, I can only speak as an importer and seller of Silk.

Have you ever been employed to export manufactured Silk?—Never.

Do you consider the importation of Silk to have increased much, within the last few years?—I should conceive that the increase has been chiefly within the last ten years. If I may be allowed to refer to notes I have made, I think I could throw much light upon the subject; here are the particulars as they occurred to me in the course of my present business.

Do you consider the quality of the Bengal Silk to be improving?—It has improved and does improve; but there is one thing I have watched in the progress of thirty odd years, that I do not perceive they can get rid of a certain particle which must be in the growth; it is woolly, and it always throws a kind of herbageous matter on the surface; which Italian and French Silk does not, nor does Turkey Silk.

Do you observe that defect in China Silks?—Not so much.

But still more in China than in Italian or Turkey?—Yes; but there is not that distinctive mark which there is in the Bengal.

Is not the Bengal Silk very variable in quality?—Very much so.

Do you observe this defect in all from that country?—In all of it: it must be in the growth; when it comes from the dyer, it is of a cottony nature; and when it comes into the piece of goods, it throws up a kind of wool, or pile, or knap.

How do you account for the increased importation of Bengal Silk?—There was a period, when it was thought that the manufacture here would have increased in a very great degree, for Sewings; that lasted for a while, and there was a large exportation, but after a time it ceased, the Cotton manufactory coming across it: the Sewings, instead of being used generally of Silk, are now generally of Cotton, which has been a great injury to that manufactory, and now they apply it to other purposes. We have had importations of Silk from Naples, which is adapted to that peculiar manufacture; and I believe, when the great increase took place from India,

India, it was at a juncture when Naples had not sent her usual quantity of Silk fit or used in Sewings.

J. J. E. De Ferre,
Esq.

Do you not consider the demand for Silk to be generally increased?—Very much so.

(7 May 1821.)

And to be continually increasing?—I think it will increase: I think it has met with two or three checks, within the last two years, that may do it some injury for a while; but I think still it will increase, when it recovers the shock.

What are the checks to which you allude?—The very heavy failures the merchants have sustained among the buyers of Silk; there have been failures that have absorbed, I should conceive, half a million of money, if not more.

Have those failures taken place entirely among the merchants, or among the manufacturers?—Not among the merchants; they have taken place among the manufacturers, to the detriment of the merchants of course: the merchant is rather disgusted, and he will not operate. We have had two very large crops from Italy, and that is not often the case; we do not see successive good crops.

Do you know how many crops there are in Bengal?—I know it only from report: I have heard they have made three; but I believe two is a very common thing: that which has been stated to be from the third crop, is of so weak a nature, that it cannot be wound, and it becomes a complete refuse; but I cannot speak with certainty to that point.

Do you think it likely that the Bengal Silk will at any time so undersell the Italian Silk as to drive it out of the market?—No, I do not think so; I think, as a substitute, they may go hand in hand; but as to driving the Italian Silk entirely out of the market, I should think that a manufacturer could not make a good piece of goods, unless he has a certain proportion of Italian or French Silk; they grow some in Dauphiné, and that part of the country. I think the Committee would be satisfied upon that point, if they had a piece of goods wrought from Bengal Silk solely, and a piece of goods made from Italian Silk.

In a fine piece of goods, what proportion does the Italian bear to the Bengal Silk?—I believe in some goods they put no Bengal, unless the price of Italian is out of all proportion; then they will mix the two things, to save themselves.

In average goods, what proportion of Bengal do they introduce?—Not being a manufacturer I am not competent to speak to that; but I find, as a seller, that when they can get the Italian Silk at a price of three to four shillings higher than the Bengals, I can sell a great quantity of Italian, and they will throw the Bengal on one side.

What is the average price of Bengal by the pound, duty included?—From 14s. up to 30s.

The Italian Raw Silk, duty included?—I should conceive from 18s. up to 35s. or 36s. I speak of the present prices; we have had some most enormous rates.

Is it expected that the Bengal Silks are likely to diminish in price?—I should have thought the contrary; the East India Company had a sale very recently; it was generally expected there would have been an increase of price, and I believe that would have been the case, but it happened unfortunately to be fixed at a very awkward period of the year; many of the manufacturers had just recovered from the panic in their minds after they had lost a great deal of money.

Is any great proportion of Bengal Silk sold by private merchants?—I believe there has been within the last two years; they have the option of going to the hammer by the Company, or to be valued and sold by private contract.

Is it the custom with the Private Traders to sell the principal part of their importations at the Company's sales?—It has not been the custom; there was a very strong effort made, I think the beginning of the year 1820, to have auctions; they put large quantities of Bengals into auctions by one of our principal Silk Brokers, and that tended to do a great deal of mischief.

What description of mischief?—It knocked the prices down so, that there was no selling any kind of goods.

Has that practice continued?—Oh no; they not only put Bengals, but they enticed some merchants to put in Italians; but as the property was not completely their own, they received their letters from correspondents abroad, who desired them to desist from such a measure; it was discontinued; but the price of Silk then was about 44s. and the effect of public sales brought it down to 28s. and 30s.

Did they let it go for what it would fetch?—Yes, generally.

You mean to say that the persons who so sold by auction, suffered loss themselves,

J. J. E. De Ferre,
Esq.

(7 May 1821.)

or occasioned loss to others?—I think they may have suffered partially themselves, but that the absolute large loss fell on others, for whom they were agents.

In what manner is Silk sold at the India House; how is the price fixed?—There is generally a tax: I understand it undergoes a revision before the Committee of Trade, and they put a tax on each quality of Silk; they publish this tax about six weeks prior to the sale; and they can sell beyond the tax, but not under.

That may be called the upset price?—Yes.

Have you sold any Bengal Silk for exportation to France?—There has been a quantity sold to France, but it can hardly be called France, it is the French Netherlands. When the Dutch East India Company brought home Silk, they used to buy that. Three or four years ago we had some species of Silk, which was offered at very low prices, 8*s.* to 10*s.* a pound; and foreigners, having no duty to pay, came here, and there was the commencement of a trade, but it did not last, for when the prices got up to 12*s.* they all fled. There was an idea of putting mills to work; and if the prices had been sufficiently low, I believe, from the information I have obtained, they would have continued those edifices, and it might have been a source of exportation; but I have not heard any thing of it since.

Have you not heard of any going to Lyons, for manufactory there?—There is always a quantity of Silk goes to Lyons, but it is not Bengal; there is some China goes for the Gauze manufactory; they may have had a few bales exported to Lyons for the purpose of seeing the improvements in the Silk. I remember in 1787 the crop in Italy totally failed, and there was a very large export; but the Italians could not work it; a great part ultimately came back here in the Raw and Thrown state; but since they have so much improved, that the Lyonese, after the revolution, wishing to see the improvement, had small quantities of Bengal sent them to try; but within the last two or three years they have grown a great deal of Silk in Provence, and all the south of France, and they have consumed it, and had a great deal likewise from Piedmont, and the different parts of the Venetian states.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Wednesday next, one o'clock.

Die Mercurii, 9^o Maii, 1821.

The MARQUESS OF LANSDOWNE in the Chair.

Thomas Gibson, Esquire,

Is called in; and Examined, as follows:

Thomas Gibson,
Esq.

(9 May 1821.)

WHAT is your trade?—That of a Silk Manufacturer.

Connected with Spitalfields?—Yes.

What is the amount of duty paid upon Raw Silk?—The amount of duty on Bengal Raw Silk is 4*s.* a pound, upon Italian and China Silk 5*s.* 6*d.* a pound, and upon Italian Thrown Silk 14*s.* 8*d.* a pound.

Did you make that calculation so as to be able to state how much those duties enhance the price of manufactured goods?—I have in my hand a paper of a calculation that I have made of the effect which the duty imposed on these different kinds of Silk will have upon the goods when the Silk is manufactured; the duty on a pound of Italian Thrown Silk is 14*s.* 8*d.*; the merchant's profit and interest of money, and the reduction of the weight of the Silk by dyeing, and the waste in the several stages of manufacture, and the profit of the manufacturer, also the charges at the Custom-house, occasions the 14*s.* 8*d.* first imposed on the pound of Thrown Silk, to amount to 1*l.* 5*s.* 10*d.* and the bounty on exportation is 12*s.* a pound, which leaves a charge upon the Silk, after the bounty is received, of 13*s.* 10*d.* for each pound. I have in my hand a calculation I have made of the effect this duty will have on Italian Raw Silk thrown into Tram and into Organzine, and also on Bengal Raw Silk thrown into Tram and into Organzine; the result of which is, that on Italian Raw Silk thrown into Tram, the duty which at first is 5*s.* 6*d.* a pound, will amount to 14*s.* 4*d.* thrown into Organzine to 19*s.* 11*d.* and Bengal

Thomas Gibson,
Esq.

(9 May 1821.)

Bengal Raw Silk thrown into Tram will amount to 10s. a pound, and on Bengal Raw Silk thrown into Organzine 15s. 7d.; and the drawback on all Silk exported is 12s. a pound.

Can you deliver in to the Committee a statement of the grounds of your opinion? —I beg leave to deliver this paper.

[The Witness delivers in the same, which is read, and is as follows:]

“A STATEMENT of the increased Cost in Goods, in consequence of the Duty, of 1 lb. of Italian Thrown Silk.

	£.	s.	d.
Duty - - - - -	—	14	8
Merchant's profit and interest of money 10 per cent. - - -	—	1	6
	—	16	2
Reduced by dyeing to 12oz. - - - - -	—	5	4½
	1	1	6½
Waste in the several stages of manufacturing - - -	—	1	4½
	1	2	11
Manufacturer's profit and interest of money 10 per cent. - - -	—	2	3½
	1	5	2½
Custom-house charges, &c. - - - - -	—	—	7½
	1	5	10
Bounty on exportation - - - - -	—	12	—
	£.	—	13 10

A STATEMENT of the increased Cost in Goods, arising from the Duty, on 1 lb. of Italian and Bengal Raw Silk.

	Italian Raw, thrown into Tram.	Italian Raw, thrown into Organzine.	Bengal Raw, thrown into Tram.	Bengal Raw, thrown into Organzine.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Duty - - - - -	— 5 6	— 5 6	— 4 —	— 4 —
Merchant's profit, and interest of money - - -	— — 6½	— — 6½	— — 5	— — 5
Wasted in throwing, 7½ per cent. - - -	— 6 —½	— 6 —½	— 4 5	— 4 5
	— — 5½	— — 5½	— — 4	— — 4
Increased charge of the English Throw- ster, in consequence of the protection on Foreign Thrown Silks - - -	— 6 6	— 6 6	— 4 9	— 4 9
	— 2 6	— 6 —	— 1 6	— 5 —
Reduced by dyeing to 12oz. - - -	— 9 —	— 12 6	— 6 3	— 9 9
	— 3 —	— 4 2	— 2 1	— 3 3
Wasted in manufacturing - - -	— 12 —	— 16 8	— 8 4	— 13 —
	— — 9	— 1 —½	— — 6¼	— — 9½
Manufacturer's interest and profit, 10 per cent. - - -	— 12 9	— 17 8½	— 8 10½	— 13 9½
	— 1 3	— 1 9	— — 10¾	— 1 4½
Custom-house charges, &c. - - -	— 14 —	— 19 5½	— 9 9	— 15 2½
	— — 4	— — 5½	— — 3	— — 4½
	— 14 4	— 19 11	— 10 —	— 15 7

The bounty on exportation is 12s.

Thomas Gibson,
Esq.

(9 May 1821.)

What proportion does the Duty bear to the value of the Silk?—That of course will vary as the price of Silk varies: at the present time, the duty on Italian Thrown Silk, at its market value, is 50 per cent, upon Raw Silk 40 per cent, and upon Bengal Silk about 25 per cent, upon the calculation that I have just now handed to the Committee.

Is that upon the present sale price of the raw material?—That is upon the present market price of the raw material, of course. As the market price of the material fluctuates, and the duty remains permanent, the difference will not be the same. The present prices are about the standard average price, not the prices we have been accustomed to the last fifteen years, but about the average of the previous years, before the advance which took place during the late war.

In your calculation of the duties paid by manufactured goods, do you take into the account the duties on dyes and on soap?—Not at all.

Can you state in what degree the duty upon Raw Silk enhances the price of the manufactured article, in any particular description of goods?—In those goods which are at present very commonly made, and of which the price may be stated to be 7s. a yard, the duty will form at least 1s. 5d. of the cost.

That exclusive of the duties on dyes and on soap?—Yes: upon the article of velvet the weight is extremely small, the labour is very high, and therefore the duty influences the price very little.

Can you state the expenses of obtaining the drawback?—The smallest expense that I am aware of, at which the drawback can be obtained, is about 45s.

Is the expense ever greater?—Yes; because there is a duty *ad valorem* upon the export, which must increase with the amount of the entry.

Are the expenses so large, on parcels of small amount, as to prevent the exporter applying for it?—Very frequently.

Can you state the items of this expense?—I cannot.

Exclusive of the duty on the raw material, what are the disadvantages to which you consider the Silk trade to be subject?—Great as may be the disadvantages under which the Silk trade has laboured by the enormous amount of duty imposed upon the raw material, the restriction which has been placed upon the value of labour has been far more objectionable and disadvantageous to the Silk Manufacturer. I refer to the acts of parliament of the 13th and 32d of the late King, which gives to the magistrate the power of determining the price that shall be paid, in every instance, for the labour of the weaver; and which imposes a most ruinous penalty in every case of deviation from the direction of the magistrate, even should the deviation be found to be such as is unavoidable; and no time has been limited in this act of parliament for lodging the information; unknowingly the employer may have incurred this penalty, and no information be preferred before the magistrate until the time has passed by that it would have been in his power to prove that it was not intentional; and yet the act has given no limit whatever.

Have you known informations lodged after a considerable interval of time?—I have known many; but I am not sufficiently acquainted with the particulars of any one to state it now to the Committee. I have been the subject of one of those informations very lately; and I have no doubt (though it was not proved) that it was a plan, designed by one of my weavers, for the purpose of fixing this penalty upon me; and though the sum that he required to be paid was a very small one, amounting to 5s. 3d. I was obliged to put myself to considerable trouble, and to lose a great deal of time, and retain counsel, for the purpose of repelling this man's attack; I was successful in doing it, but at a cost (had it not been that I resisted the principle of the attack) which it was not worth my while to have incurred; I had better have paid him his demand, however wrongfully made, than have subjected myself to the proceeding.

Do the Country Manufacturers, in consequence of this act, underwork you materially, so that you are not able to compete with them?—Very materially indeed. A few years ago the Silk manufacture was hardly known beyond London and its vicinity; many branches of our manufacture have now entirely removed out of Spitalfields, and are fixed in other parts of the country; they have hitherto incurred all those disadvantages which the first establishment of a new manufacture must always entail upon the projectors; and now that they have overcome those first difficulties, the manufactory is improving with such accelerated speed, that each year adds to the difficulties with which the manufacturer in London is able to compete with the manufacturer in the country, so that I am persuaded the time is not far

Thomas Gibson,
Esq.

(9 May 1821.)

far distant when the whole of the manufactory will take its departure from London, unless some relief is afforded from this act of parliament; and the present year, during the season in which the consumption of Silk goods is the largest, offers the greatest difficulty that has ever yet been felt, as far as my experience goes, from this competition, so that we are not able to offer our goods for sale with any chance of profit, compared with the price at which the Country Manufacturer sells his.

What particular branches of the manufacture have been removed from town, or are most likely to be removed?—The manufacture of Handkerchiefs is totally removed; twelve years ago that article employed nearly one-fifth of my looms, and now I have not a single hand employed, nor have I had one employed for these three years in a Handkerchief loom: the Bombasin trade is also entirely gone from us; and every kind of figured work which is now making in London will shortly go into the country, the price of wages in London being so disproportionate to the work performed.

Would not, in your opinion, every successive invention of machinery, which may hereafter be made capable of being introduced into the manufacture of Silk, increase that tendency in the manufactory to remove from London to the country?—Most certainly; for here it is impossible that any machinery shall ever be introduced, inasmuch as no return whatever can be made to the manufacturer who invests any part of his capital in the purchase of machinery, the charge for labour being to him precisely the same as if all the labour had been expended in the work which the machine would save.

Is it among the disadvantages of this act, that you are obliged to pay an unskilful workman the same wages as the most skilful?—Certainly, and not the least; the effect of this inconvenience is to destroy industry and ingenuity entirely; the weaver knows that he shall demand and that he shall insist upon payment, without any attention being paid to the quality of the work done, or to the quantity of labour bestowed upon it, therefore he has no inducement whatever to perform his labour with any care and attention.

What are the average earnings of the weavers employed by you?—I have an account of the wages received by ninety weavers, taken promiscuously from among those in my employ, and an account of the works they are employed upon; it will appear by this paper that their average earnings amount to 1*l.* 5*s.* 3*d.* per week. Of those ninety weavers, forty-five are employed upon plain work; their earnings, on the average, amount to 17*s.* 6*d.* per week; the remaining forty-five are employed upon figured work, and their earnings amount to 33*s.* per week. Among the plain weavers are fifteen men, seventeen women, thirteen children: among the figured weavers are twenty-seven men, nine women, nine children. These ninety looms are divided among forty-nine families, many of which families have other looms employed by other masters. It should be observed, that this estimate of the earnings of these ninety weavers is taken from a period which includes the time lost in first setting most of the figured looms to work, and also the week of Easter, a very general holiday throughout the district of Spitalfields; the difference in the amount of the earnings of these two classes of weavers is immediately apparent, and no good and satisfactory reason can be assigned why it should be so; the fact is, that the journeymen weavers who are most actively engaged in obtaining the price fixed upon labour by the magistrate, are those who are constantly employed upon the figured work, and their attention is directed solely to their own immediate interest; this inequality of wages in favour of particular work has lately taken from Spitalfields the whole of the manufacture of Handkerchiefs; it is now removing more rapidly the manufacture of Florets, which are made in Cheshire and Lancashire, from one-third to one-half less than the charge for weaving which the Middlesex magistrates have settled, and will, at no distant period, remove from Spitalfields the whole Silk manufacture, and leave a population of 50,000 persons to be a charge upon the public.

Will you deliver in the Statement to which you have referred in your answer?—

The Witness delivers in the same, which is read, and is as follows:

Thomas Gibson,
Esq.

AN ACCOUNT of the Wages received by Ninety Weavers, taken promiscuously from among those in my Employ, and of the Work they are employed upon.

(9 May 1821.)

N ^o .	Description of Persons.	Days.	Earnings.	Description of Work.	N ^o .	Description of Persons.	Days.	Earnings.	Description of Work.
			£. s. d.					£. s. d.	
1	Weaver	91	26 10 —	Tissue Scarf.	47	Weaver	91	15 19 9	Levantine.
2	- D ^o -	61	12 1 4	Floret.	48	Weaver's wife	84	7 — 11	Mantua.
3	Girl	81	11 6 —	- D ^o .	49	Weaver	85	8 6 9	Lustring.
4	Weaver	77	28 — —	Tissue Shawl.	50	Girl	72	7 18 6	Satin.
5	Boy	72	15 11 11	Floret.	51	Weaver	25	2 12 4	Lustring.
6	Girl	49	10 — —	Tissue Scarf.	52	- D ^o -	69	4 17 8	1/2 Ell Sarsnet.
7	Weaver	82	25 — —	Floret.	53	Weaver's wife	69	6 16 —	1/2 Sarsnet.
8	- D ^o -	84	25 — 7	- D ^o .	54	Boy	50	4 15 —	1/2 Ell Sarsnet.
9	- D ^o -	77	16 17 6	- D ^o .	55	Weaver's wife	34	3 19 8	Satin.
10	- D ^o -	68	16 8 8	- D ^o .	56	Weaver	54	9 10 10	- D ^o .
11	- D ^o -	81	15 8 1	- D ^o .	57	Girl	54	9 9 10	- D ^o .
12	- D ^o -	63	12 10 10	- D ^o .	58	Weaver	81	11 16 —	{ Velvet and figured Sarsnet.
13	- D ^o -	70	16 6 —	- D ^o .	59	Girl	78	9 8 —	1/2 Sarsnet.
14	Weaver's wife	63	11 10 —	- D ^o .	60	Girl	77	14 9 —	Satin.
15	Weaver	73	19 8 7	- D ^o .	61	Woman	72	6 8 5	1/2 Sarsnet.
16	Weaver's wife	69	20 8 —	- D ^o .	62	Weaver's wife	72	7 2 —	Satin.
17	- D ^o -	79	15 5 6	- D ^o .	63	Woman	76	12 10 6	- D ^o .
18	- D ^o -	51	7 11 —	- D ^o .	64	Boy	62	7 18 10	- D ^o .
19	Weaver	50	21 2 —	- D ^o .	65	Girl	58	7 8 —	- D ^o .
20	- D ^o -	53	9 9 2	- D ^o .	66	Weaver's wife	47	9 13 9	- D ^o .
21	Woman	65	15 14 6	- D ^o .	67	Girl	56	4 17 6	1/2 Ell sarsnet.
22	Weaver	51	7 11 3	- D ^o .	68	Weaver	58	7 1 9	Satin.
23	Boy	63	15 5 7	- D ^o .	69	- D ^o -	67	7 18 —	- D ^o .
24	Weaver's wife	63	11 7 10	- D ^o .	70	Weaver	43	6 8 9	- D ^o .
25	Weaver	60	13 14 9	Figured Satin.	71	- D ^o -	67	8 1 —	- D ^o .
26	- D ^o -	53	11 3 4	Floret.	72	- D ^o -	62	5 16 3	Sarsnet.
27	- D ^o -	54	14 12 9	- D ^o .	73	Boy	64	10 — —	Satin.
28	- D ^o -	54	11 10 —	- D ^o .	74	Weaver's wife	66	8 11 3	- D ^o .
29	Girl	60	17 — —	- D ^o .	75	Woman	61	9 7 11	- D ^o .
30	Boy	67	27 17 4	- D ^o .	76	Girl	52	5 19 8	- D ^o .
31	Weaver	55	14 — 10	- D ^o .	77	Weaver	42	6 14 7	Velvet.
32	Girl	52	11 9 4	- D ^o .	78	Woman	41	5 9 5	Lustring.
33	Boy	57	11 15 —	- D ^o .	79	Girl	63	4 10 11	Satin.
34	Weaver	26	8 14 6	- D ^o .	80	Weaver's wife	58	5 4 —	- D ^o .
35	- D ^o -	51	6 13 —	- D ^o .	81	- D ^o -	60	7 1 10	- D ^o .
36	Weaver's wife	50	7 11 —	- D ^o .	82	Girl	56	6 8 2	- D ^o .
37	- D ^o -	56	10 8 9	- D ^o .	83	Boy	35	3 19 —	- D ^o .
38	Weaver	45	10 11 10	- D ^o .	84	Woman	48	4 11 8	Sarsnet.
39	Girl	40	11 3 9	- D ^o .	85	Weaver	53	8 10 —	Satin.
40	Weaver	51	10 17 6	- D ^o .	86	Weaver's wife	33	4 11 6	- D ^o .
41	- D ^o -	55	11 11 10	- D ^o .	87	Woman	45	4 10 7	Sarsnet.
42	- D ^o -	83	8 7 8	- D ^o .	88	Weaver	38	4 6 5	Mantua.
43	- D ^o -	39	9 10 6	- D ^o .	89	- D ^o -	41	6 7 —	Satin.
44	- D ^o -	34	7 12 3	- D ^o .	90	Girl	30	3 19 —	- D ^o .
45	- D ^o -	40	7 13 6	- D ^o .					
46	- D ^o -	72	7 16 8	Satin.					

How do you pay your manufacturers, by the day or the job?—The price of labour in all work is fixed by the magistrate, per yard.

Can you state the prices at which any of those manufactures are woven in the country?—I cannot.

Can you suggest any modification of the act, short of its absolute repeal?—I should hope that it is not necessary to suggest any modification of an act of parliament, which is productive of nothing but pure evil; and that, as the attention of the Legislature has now been directed to it, it will not be suffered to continue upon the statute book; but if it should not be deemed expedient to repeal it at once, and altogether, I would propose an alteration which I think will commend itself to the common sense of every man; that when the interest and the welfare of the employer and the employed prompt them to an agreement for the price of labour, different to the price arbitrarily fixed by the magistrate, and that proof can be adduced before the magistrate, that such an arrangement has been mutually entered into by both the parties, and that they were mutually advantaged by the bargain, that in such a case, should an information be presented to the magistrate, no penalty should be inflicted.

Is not the clause prohibiting the employment of weavers in the country also extremely injurious?—I apprehend at this moment there are hanging over the manufacturers resident in London, penalties of an enormous amount; the clause in the act is imperative

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imperative, that all persons resident within the district employing weavers resident without the district, and paying those weavers a less price than the magistrate has determined shall be paid, is liable to the penalty of 50*l.* for every payment; and no limitation whatever is made as to the time of levying the information.

What branch of the Silk trade do you consider as in the most improving state at present?—That branch of it which is now carried on where labour is allowed to be free, and it probably comprehends most of the articles manufactured in this country; it is not only that they excel in cheapness, but also in neatness; for the operation of our act here, is a premium upon slovenliness, whenever the price is settled that shall be paid for any particular work, that has not previously come under the cognizance of the magistrate, it is always taken into the account, that the weaver may lose one quarter of his time, and as the price is fixed accordingly, the master considers that the man is abundantly well paid, if he keeps him no longer than one quarter of his time unemployed. This also will account for the fact that the testimony of different employers will vary as to the amount which their respective weavers earn.

Though particular branches of the trade have been discontinued in Spitalfields, has not the manufacture in general remained stationary, or rather increased?—I should think it has rather increased.

To what, under all those disadvantages, do you attribute that increase?—The increased demand for Silk goods in this country.

In your estimation, is it likely to continue to increase?—I have no hesitation at all in stating, that it must diminish; it is impossible, on every principle on which trade is conducted, that it can continue where it now is.

Are you enabled to state whether the poor's rates have been lower in the parishes of Spitalfields than in other places?—I should think, that if it had not been for this act of parliament there would have been no poor's rate at all in Spitalfields, as far as the demand would have been made upon those rates by the weavers; and, I believe, the poor's rates have not been for many years high.

Are you much acquainted with the Silk manufacture of France?—I am not.

You cannot state their comparative merits and prices?—A pattern was lately given to me which had been purchased in Paris, I think, for seven francs, but I am sure under eight francs per ell; and upon computing the cost of the wages for making that article in Spitalfields, under the regulation of this act of parliament, the wages would not have been less than 4*s.* sterling per yard, and probably amounting to 5*s.* per yard; and I am satisfied that the labourer would have gladly undertaken to make that article in the country for less than 2*s.* a yard: under these circumstances it is impossible that, either in quality or in price, the goods made in London can compete with goods, either for quality or price, made at Lyons or Paris; but in those articles where our prices have enabled us to attempt a competition, I feel confident that we have been able to exceed them in manufacture; but then they were introduced before the magistrate had determined any price for labour.

Have you understood that the quality of any article of English Silk manufacture has been recently at all deteriorated?—I think not.

Do you happen to know whether there is an increasing demand in this country for the mixed Silk goods?—I think there is.

Is it chiefly for the mixed Silk and Woollen, or mixed Silk and Cotton?—Mixed Silk and Woollen. I think the demand for the mixed Silk and Cotton is diminishing, or rather has diminished.

To what circumstances is the diminished demand owing?—The very low price and bad quality at which they were offered to the public.

Have you understood that the French are increasing that branch of manufacture, mixed Silk and Cotton?—I have not; though I have seen several patterns among the specimens shown me, of a mixture of Silk and Thread, and some Silk and Cotton.

Do you consider your opinion, with regard to the Spitalfields Act, a singular opinion among the master manufacturers in London?—Almost every man who employs two or three looms will be called a master manufacturer; even if they are used by his own family, he would consider himself a master manufacturer; and I believe that those men are very well inclined to leave all things as they find them; but if the inquiry should be directed of those masters who shall employ a large number of weavers, then I believe the majority would be found to be most decidedly against the act.

What article do you manufacture yourself?—Every article of the Spitalfields manufacture; the Spitalfields and Coventry manufactures are perfectly distinct.

[The Witness is directed to withdraw.]

Ambrose Moore, Esquire,

Is called in; and Examined, as follows :

*Ambrose Moore,
Esq.*

(7 May 1821.)

YOU are a Silk Manufacturer?—I am.

Connected with Spitalfields?—The whole of our manufactory is carried on in Spitalfields.

Do you export any Silk goods?—We do not; we used to export a great many, but the operation of the high duties, and the restrictions on labour in Spitalfields, totally prevent any competition with the French; we therefore export none now.

Do you consider the mode of regulating the wages in the Silk manufactory as injurious?—I do; I think it most impolitic and absurd. While that regulation lasts, it will be totally impossible for us to enter into competition with any Foreign manufacture, or wherever labour is free; and I think it will totally destroy the trade of Spitalfields.

What is the present rate of wages paid by you?—I believe the average earnings of the weavers employed by our house is, on Plain work about 17s. and on Figured about 31s. per week, which includes men, women and children; and upon these sums a man has not to maintain his family, for in most cases two, and in many cases three, four and five looms go to one family. The Silk trade is different in that respect from many others, for a man's wife and children almost invariably work in the loom, and are earning, in many cases, as much as himself.

Have any reductions ever taken place in the rate of wages in Spitalfields?—Never.

Are they as high now as they were ten years ago?—They are exactly the same as they were when regulated in the year 1805 or 1806, when bread I believe was about 20d. the quartern loaf; now it is 9½d. or 10d. We endeavoured once to obtain a reduction, but it was resisted by the journeymen; they invariably resist any proposal for reduction.

Can you state in what proportion the country manufacturers underwork you?—It differs in different articles; in plain branches of the trade they do not so materially underwork us, but in some of the figured or fancy branches they underwork us so as to be able to undersell us considerably; the exact proportion I have not the means of ascertaining.

Do you consider the manufacture of Spitalfields to have already suffered any inconvenience from the competition of the Country trade?—I do; several branches of the trade have entirely left Spitalfields. The Handkerchief branch is the most important; it employed one-sixth, or possibly one-fifth of the looms in Spitalfields; I know that some Handkerchiefs regulated in Spitalfields at 12s. are made in the country gladly at 8s. per dozen. The Bombazine trade has also entirely left Spitalfields, in consequence of the operation of the prices; and all the lower fancy articles are going rapidly.

Do you foresee that this competition is likely to be still further injurious?—I have no doubt it will be increased every where. I think the country manufacturers have got over the great difficulty, which was, the establishment of the manufacture: they have all the machinery, and plenty of warpers and winders who understand the trade; they can avail themselves of their services for one branch of the trade as much as for another, though there was a difficulty at first in establishing the trade.

Have you known the penalties frequently enforced under this act?—There have been various attempts, in some cases successful, and some attempts of a very vexatious nature.

Can you state any particularly vexatious attempts?—I think one of our own, which occurred four or five years ago, will appear to your Lordships very vexatious; it related to a checked handkerchief we were then making; we omitted to make a division between each handkerchief, by the workmen putting a bar of a different colour to divide the handkerchiefs, for which omission we were charged with paying too little, because we did not give them the trouble of putting an additional bar; knowing we could sell it without the bar as a garment, they insisted on a higher rate of wages. They quashed the information on our agreeing to pay the workman the extra wages. This will also show the absurdity of the regulations of wages in Spitalfields, that we should pay a workman more for doing less. Another instance occurred ten days ago to Mr. Thomas Gibson: a journeyman, for the very purpose of entrapping his master into a violation of the act, threw the shuttle a few times too often in each inch of the work, which was rather an injury to it; and because

Mr.

Ambrose Moore,
Esq.

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Mr. Gibson refused payment for extra labour, he was summoned before two magistrates in London, and had to pay 10*l.* costs, and the information was dismissed. Another instance I can state of an information laid three years within a month or two after the work to which it related was made, it was against Messrs. Walton and Apling. I have the information in my hand, it is dated the 6th of January in the year 1820, for an offence committed on the 15th of May 1817. I believe the fact was, that the master in this case had paid too little, and that it was inadvertent; it was a fancy article made in stripes, taking different prices from different parts of the list of prices, the aggregate was intended to be paid, but an error of calculation or misunderstanding of the regulated price took place. He had taken an order for the work at a certain price, reckoning the charge for making it to be what he actually paid, and sold it according to that price; and three years afterwards the journeyman quarrelling with his masters, left them, and went and laid an information, and they finding on inquiry that they were wrong, paid all the expenses, amounting with their own lawyer's bill to about 50*l.*

Have any attempt been made to enforce the penalties of the act against those masters who employ weavers out of the district, living within the district of the act?—There is one now pending against a gentleman who resides in the city, who manufactures I believe in Spitalfields, and also in Essex, forty miles from London; it is for trial at the assizes at Chelmsford; it is brought by subscription of the journeymen weavers in Spitalfields. There was another case a few years since, in which penalties to the amount of £.1,100 were inflicted. I have no doubt, if I were to go to any village in Oxfordshire, or any where else, where I might find linen-weavers or other weavers unemployed, and were to set them to work, the weavers in Spitalfields would endeavour to prevent my doing so under one clause of this act.

Have you made any calculation as to the degree in which the duty upon the Raw Silk enhances the price of the manufactured goods?—In some cases I should think the increased charge on the manufactured goods doubles the amount of duty originally paid; in others, the drawback actually exceeds the duty, but that is on a very small proportion.

Have you ever exported any Silk manufactured goods?—We used to export a great many to America before the peace with France, during the operation of the Orders in Council.

Have you exported any small parcels of any kind?—We lately have, some parcels of the value of 10*l.* or 20*l.*

Have you applied for the drawback on those parcels?—No; for the expense would be greater than the amount we should receive.

Do you know of what items the expenses are composed?—I believe there is 2*l.* 5*s.* 6*d.* the bond and debenture; what the further charges are I do not know.

What do the bond and debenture cover as to quantity of export?—It is the same for any amount of export; so that if the quantity exported amounted to £. 500, it would be a very trifling per-centage; but where the quantity exported is small, the expenses often take the whole bounty to which we are entitled.

Are you much acquainted with the French manufacture?—No, not particularly.

Are you able to draw a comparison between the qualities and prices of the French and English manufactures?—I can hardly give your Lordships an opinion that would be useful.

Is there any other mode in which you consider the Spitalfields Act to be injurious?—I think the present mode of regulating the wages of weavers in Spitalfields particularly injurious, inasmuch as it has a tendency to prevent all improvements by the introduction of machinery.

Has it ever happened to you that your goods have been inspected for the purpose of exportation?—A gentleman, for whom we formerly exported goods, was at our warehouse three or four weeks since, to see whether we were able to supply them for him now, as cheap as he could get them from France; and his opinion on inspecting them was, that they were considerably above the French prices.

Did he make any remarks upon them in regard to their quality?—Much conversation passed as to the difference of widths and qualities; but his opinion was, that he could obtain any given quality we showed him at a lower price in France.

[The Witness is directed to withdraw.]

Ordered, That this Committee be adjourned to Monday next, one o'clock.

Die Lunæ, 14^o Maii, 1821.

The MARQUESS OF LANSDOWNE in the Chair.

John Davison, Esquire,

Is called in; and Examined, as follows:

*John Davison,
Esq.*

(14 May 1821.)

WHAT is your trade?—That of a wholesale Silk Dealer, in London.

Do you collect goods as well of the country as in London?—I purchase both from the country and in London.

Have you been long in that line of business?—Twenty years.

Have the country manufactories increased to a greater degree than those in London, within the last few years?—I conceive they have.

What are the goods mostly made in the country that used to be made in London?—Handkerchiefs; and many other articles, that are not difficult to weave, are made in the country.

Have they begun at all to manufacture fine goods in the country?—They are improving gradually.

Have you made any purchases lately, of goods of that description, in the country?—Yes, I have.

What comparison would you draw, in price and in quality, between those you have purchased in the country and those manufactured in London?—The great superiority is in the labour; there is more labour put into them, which consequently makes the article better.

In the country?—Yes.

Can you draw any comparison in price between articles of the same quality?—No; some articles differ from others; in some articles there is perhaps ten per cent. difference, in some articles not so much.

Can you at all state the amount of piece goods you have purchased in the last year in the country?—I should think about a fourth of my return is purchased from the country, or nearly so; about £. 25,000 a year in the country, and the other in town; my return is about £. 100,000 sterling a year.

What was your whole return about ten years ago?—It has increased considerably; perhaps at the rate of £. 5,000 a year for the last five years; the Silk trade has very much increased in this country within the last few years.

Seven or eight years ago, what proportion did you purchase in the country?—I suppose not £. 5,000 in the year.

Have your purchases in London diminished, or only those in the country increased?—No; I think those in London have continued about the same, and they have increased in the country.

From your experience, is it your opinion that the country manufactories are in such a state of improvement as probably to drive the London manufacturers, to a great degree, out of the market?—Certainly not.

Do you conceive, then, that, notwithstanding the difference in price, the London manufacturers will continue to flourish to the same degree that they have done lately?—I think they will; there are more goods made in Spitalfields now than have ever been known; the hands in Spitalfields are all fully employed.

Are there any other articles besides Handkerchiefs, that used to be manufactured in London, which are now purchased solely from the country?—Not solely from the country; there are small Figured Sarsnets, of which a great many are made in the country, and Checked Sarsnets particularly, which is an article very much used for dresses; they have a superior mode of making them; they get more labour put into them, and they make them altogether superior.

What reason have you for believing that the same facility of obtaining labour at a cheaper rate will not enable the country dealer to underwork the London manufacturer?—They will certainly underwork them, but they have not the taste in the country; and as long as the principal manufacturers remain in London, there will always be a demand for their goods; they have more taste, and there are certain articles that I think they will be a long time before they can accomplish in the country.

Are those articles of great sale?—Yes.

Of what description are they?—Rich figured Silks; Satins they cannot make in the

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Esq.

(14 May 1821.)

the country, which is a very principal article in the Silk trade; they are always made in Spitalfields.

In what parts of the country are your purchases principally made?—Chiefly from Macclesfield and Manchester; chiefly from Macclesfield. There is a part of my purchases made at Coventry, but that is in the article of Ribbons alone.

Is it your opinion that our manufacture of Silk has improved greatly of late years?—Very much so indeed.

Have you had any opportunity of comparing their quality and prices with those of the French?—Frequently.

Are you acquainted with the price of French goods?—Not much; I have been in France, and have made it my business to look at their goods.

Have you been to Lyons?—No, I have not.

Do you know the price of Raw Silk in France?—I believe the price of Raw Silk, exclusive of the duty, is pretty much the same as it is here; the land carriage costs them pretty much the same as our carriage by sea; the duty is very heavy.

In what particular articles do you conceive us to be inferior or superior to the French?—I think we can make almost every description quite as well as they can.

What is the difference, in point of price, in any particular article you can name?—I conceive 30 per cent. or more than that; in almost every article their labour is much lower than ours, and always must be.

In your opinion, are we as nearly equal to them in the Ribbon trade as in the Piece Goods?—Yes, I think we are; the Ribbon trade is very much improved. They use a superior article in the Ribbon trade generally to what we do; they make the Ribbons, the Shoot the same as the Warp; the hands in this country, the article being so fine, do not like to make them so. The Italian Silk is much dearer than the Bengal.

What are the prices of Hosiery in France, as compared with ours?—I am not sufficiently conversant with Hosiery to speak to that; our Hosiery is much better than the French.

Have you exported any English goods?—I have, to America.

Have you done so lately?—No, not lately.

When did your trade with America cease?—To the United States, long ago; but what I speak of now, is to Quebec, and our own colonies.

How long ago has that trade to the United States ceased?—I should think these six or seven years.

Has it come within your knowledge that it has revived with any other traders?—No.

Do you consider the Bengal Silk to be improving in quality?—Yes, certainly.

Have you observed any particular variation in the home demand for Silk goods of late years?—The home demand has very much increased.

Progressively for some years past?—Yes, indeed I consider that to be the case with every description of goods; trade has very much increased within my recollection.

When you state that you purchase one-fourth of your goods in the country, do you conceive that the whole manufacture of Piece Goods in the country only bears that proportion to the whole manufactured in London?—I should think about one-fourth, not more; it is impossible to decide the amount exactly; the manufacture in the country has increased more than in Spitalfields, but the Spitalfields people are all fully employed.

Have you visited Macclesfield yourself?—Yes.

Can you form any calculation of the number of hands employed in weaving in Macclesfield?—No; I should imagine about two or three thousand employed in the weaving only; but the trade causes employment to many more, in Winders and Warpers and Throwsters.

Do you mean weaving Handkerchiefs, or Piece Goods?—In weaving Handkerchiefs and Piece Goods.

Can you state how many are employed at Manchester and other places?—No, I cannot; there are a great many employed in Manchester in the Silk trade.

Have you ever considered the operation which the duty on the raw material has upon the price of our manufactured goods?—No, I have not minutely; but I do not think that taking the whole of the duty off will put us at all upon the footing of the French goods.

*John Davison,
Esq.*

(14 May 1821.)

Will not the taking off the duty, and putting on a duty of 12 per cent. on French goods, put us on a footing?—Yes, but that would be an encouragement to smuggling.

Do you know whether the wages of the manufacturers of Silk goods have been lowered in consequence of the low price of provisions?—No; there is a regulated price in Spitalfields, under the act of parliament: it is a regulation by the magistrates, which I consider as a very beneficial act. I am as conversant with the manufacturing as with the general trade: the act which regulates the price in Spitalfields compels every manufacturer to pay alike for his work; and if that was done away with, some of them would pay one price, and some another; and then, when trade was flat, a man who did not feel for the weaver would grind him down, and have an advantage over those who did feel: so far I conceive it is a good regulation.

Do you apprehend the magistrate does not regulate the price of wages according to the price of provisions?—No, certainly not.

On what principle is it regulated?—Merely according to the works that are in demand, the sorts of goods that are making: there are various new articles come up once a twelvemonth or two years, and then it is necessary to regulate the price of that particular article; but I do not think the Spitalfields labourers are too well paid; it is one of the greatest evils of this country that the manufacturing labourers are underpaid.

You state that labour is cheap in France, and that in consequence they are enabled to undersell us?—Yes; the French labourers live very differently from ours.

Do you apprehend that a fall in the price of provisions here would not bring us nearer, in point of competition, with the manufacturers in France?—Certainly; but then we must do away with the regulation in Spitalfields; and that, I think, would be a serious evil.

In point of fact, have the wages of the persons employed in the country manufactures been at all lowered lately, in consequence of the fall in the price of provisions?—No, I believe not.

Are you in any way a manufacturer yourself?—Not at all; I engage various looms, which people work for me.

[The Witness is directed to withdraw.]

James Morrison, Esquire,

Is called in; and Examined, as follows:

*James Morrison,
Esq.*

IN what business are you concerned?—We are very largely in the Silk trade; our house I believe generally goes by the name of Haberdashers, but that expresses a small part only of what we do; we are largely in the Silk, Lace, Gloves, Hosiery and Haberdashery trades.

Do you purchase Silk goods both in London and from the country, for the purpose of retailing them?—We are very largely both in the wholesale and retail, and are very extensive purchasers of Silk goods in London and from the country, to the amount of more than half a million annually.

Are there many houses in London who make purchases to the same extent as you have mentioned?—I should imagine not another.

What is the firm of your house?—Joseph Todd and Company.

What proportion of the goods purchased by you consists of Broad Goods?—Not knowing the subject upon which I was to be examined, I have not referred to documents, which I should have been glad to have done. I should think the Broad Goods about £300,000, perhaps something more than that; I do not include Bombazeens or Handkerchiefs, but Broad Goods which are, or have been very lately, the manufacture of Spitalfields.

What proportion do you purchase in the country?—We obtain about one-eighth of those articles from the country; but I have reason to think the proportion made there is much greater.

What comparison would you draw, in quality and price, between the London and Country goods?—The manufacturers in the country have been making, one after another, articles which have paid high wages in Spitalfields; they are not in general makers of the same articles at the same time as in Spitalfields; thus I would instance the article of Figured Lustres, which was made in great quantities in Spitalfields till lately; that article is now I believe given up, and they are made entirely at Manchester.

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Manchester. We are purchasing the same article from Manchester at about 2s. which we have been in the habit formerly of giving 3s. for in Spitalfields; and I have understood from Manufacturers, that they could not make them much under that price. I could also state, but perhaps that is the business of the Manufacturer, that I understand they give about 14d. a yard in London for weaving that article, and that they can get it made for about 6d. in Manchester.

Are they in the country beginning to come into competition with Spitalfields in other articles?—Gradually in other articles.

By gradually, do you mean in manufactories of recent establishment?—I mean, that they are trying occasionally different articles; in some of them they succeed, and in others they do not; they lay them aside, and try them again perhaps in a few months; I should remark, that the Manchester manufacturers are much more speculative than those of Spitalfields, and if they undertake a thing, they generally succeed in the end.

From what you have observed of the Country trade, is it your opinion that it is likely to come so far into competition with that of Spitalfields, as to injure the manufactories there?—There can be no question about its ultimately injuring it materially; I should almost say, it will destroy it altogether.

Is it solely to the manner of regulating the wages in Spitalfields that you attribute the injury which is likely to arise to the manufactories there?—Not being a Manufacturer, I only of course state what I have heard said by the Manufacturers.

Have you generally found the master Manufacturers very much dissatisfied with that act?—There is a difference of opinion among them as to the policy of that act; but I believe they are dissatisfied with the standing committee of journeymen, who, I understand, are very vexatious in their proceedings; I have heard them frequently complained of by the master Manufacturers.

Have you had any opportunity of drawing comparisons between the French manufactured Silks and ours?—I do not know that I have had many opportunities of drawing comparisons myself; I have a very strong impression upon my mind, and always have had, but it is a matter of mere opinion, that we should decidedly excel the French, with the advantage of our India Silks, if we had a free trade.

What do you call a free trade?—I mean that if Silks were suffered to come into this country at a less rate of duty, so that our manufacturers could obtain it at the same price as the French manufacturers do; in that case the difference in favour of France in labour would be more than compensated by our superior economy in manufacture, and by our capital, skill and industry.

At what per-centage is the difference in price estimated in the trade, between French and English Silks?—I am not aware of the difference; it is a subject that I have nothing to do with myself in business; and unless I made inquiries I should not consider myself competent to answer; indeed, upon this subject, the Manufacturers are more competent to speak than I can be.

Have you sold any goods for exportation?—We have sold a great many lately; more than formerly.

To what countries?—A great many goods have been shipped in the city, which, I have reason to believe, are for South America; but I think this trade will be altogether temporary; that it is owing to a temporary deficiency of India goods; we have sold a great many English Bandanas for that market. During the truce in South America they have been shipping goods for that country, but I do not imagine that that will last. Except to Canada and the West India Islands, I believe we sell no Silk goods for exportation.

The drawbacks are allowed for those shipments?—Yes.

Are you acquainted with the operation of the drawbacks on Silk goods?—I am very little acquainted with it: we do not ship ourselves; it is done by other houses. I have understood there has been a great deal of abuse in it, in dyeing black Silk to come to twenty-four ounces, and obtaining the same drawback as on one of ten or twelve ounces; but I have understood that this has been in part rectified lately at the Custom-house.

Can you give any opinion whether the drawbacks are adequate to compensate for the amount of duty on the Raw Silk?—No, I am not competent to speak decisively upon that point, though I have no doubt they are very unequal in their operation.

Are you at all acquainted with the amount of charges in procuring the drawbacks,

James Morrison,
Esq.

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so as to state whether they operate as a difficulty in the way of exporting small parcels?—I have only understood that that is the case: when Foreigners have purchased of us small quantities of goods, they have said, it was not worth the trouble and expense of procuring.

Are manufactured Silks cheaper now than they were some time ago?—A great deal; although a number of articles that were formerly made in Spitalfields are now making in the country, yet the hands in Spitalfields are as well employed as ever they were; this arises from the greatly extended consumption of Silk goods: indeed it has always appeared to me, that if we availed ourselves of all the advantage which the raising of Silk in India gives us, it would be used in immense quantities for articles of furniture, to which it has never been extensively applied; the increasing luxury in dress and furniture warrants the expectation that there would be very little of other articles used for furniture, if Silk were at 10*s.* or 12*s.* a pound, at which I understand it can be raised in India, and imported. The French buy the India Silk when it is low in this country.

Are the looms for the manufacture of Wool and Cotton, easily convertible to the Silk manufacture?—I do not know whether the loom is; it is evident that the hands are: one who has been used to weave a Muslin, can very easily weave a Sarsnet, and they weave them a great deal better than the Spitalfields weavers do; this is owing, I believe, to the operation of the act, by which the men are not at liberty to put above a certain number of shoots in Spitalfields without an extra price, whereas in Manchester, the master manufacturers get the men to strike them up and put as many shoots as they can; their goods are therefore much better in quality. I attribute Spitalfields not having felt the effect of this to the increased consumption of Silk goods; the increasing consumption of valuable things is indeed evident to me every year; I hardly know the limit to the use of Silk, if it could be furnished at a moderate price.

Are you of opinion, that if the English manufactured Silks were brought into competition with those of France upon equal terms in other countries, their consumption would be materially extended?—I am of that opinion. I have understood, that formerly large quantities were shipped to America; I think this would be the case again, if we were allowed to compete fairly with the French in that market. From a less quantity of Silk, the English manufacturer will in some things make an article of equal value.

Do not the French put more Silk in their manufacture than we do?—I should say they use an unnecessary quantity in their manufactures, from some specimens which I have seen.

Are they not stronger in consequence?—It does not appear to me that strength is generally a matter of consideration in Silk goods.

Not for articles of furniture?—There has been hitherto very little used for articles of that kind.

Your opinion of the little value of strength, applies to articles of dress?—Yes, in which the great consumption of Silk goods consists: it must be manifest that, generally speaking, Silk goods are spoiled, not worn out.

[The Witness is directed to withdraw.]

Jacob Farnsworth,

Is called in; and Examined, as follows:

Jacob Farnsworth.

YOU are a citizen of the United States?—I am.

Engaged in commerce?—Yes, engaged in trade, and importing goods.

Have you been in the practice of importing into America Silk goods?—I have not been in the habit of importing the article, but have dealt in it. I have frequently bought and sold the article of French Silks.

Have you, from so doing, been able to draw any comparison between the English and the French Silk goods?—Yes, I have.

In what respect do you consider the French to be either superior or inferior to ours?—Their goods are generally afforded at a less rate than the English of similar quality, and on that account they will have the preference of sale.

At what per cent. would you estimate the difference of value, in goods of nearly the same quality?—Upon examining some goods here, I have made up my mind that there is something like 25 per cent. difference between the French and the English

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English goods in blacks, and rather more in colours. I did not expect to be called upon this business, and therefore did not make myself so well acquainted with the business in the United States, as I might have done. I have been in the habit of dealing in the article of French Silks for some time.

Putting price out of the question, do you consider our best quality of Silk goods to be equal, or nearly so, to the best quality of French Silk goods?—Yes, I think so; I think the English Silks would have the preference in wearing to the French, that they would do more service; but we buy that article in the United States which appears to be the cheapest; for instance, the Canton Silks come still lower than the French, but there is not so much service in them as in the French; there are a great many Canton Silks sold now, in preference to the French, in consequence of their being sold at a less price.

At what per cent. would you calculate the difference of price between the French and the Chinese?—I should think there was full 20 per cent. difference, if not more; the Chinese can imitate any thing; our merchants will send out French patterns, and get them to manufacture a similar article frequently. I have seen Silks from China as handsome as the French Levantine Silks; I have seen them made to a French pattern that was sent out.

And equal in quality, as well as in appearance?—Yes, equal in quality; of less weight, perhaps 20 per cent.

You import a considerable quantity of your Sewings from China?—No, we import more from Italy than from any other country; there are some imported from China, but the Sewings are not so good; they are very much below the price of the Italian; that article is generally preferred to any other.

Is the Italian greatly lower in price than the English Sewing Silk?—Yes, they are considerably lower for the same quality; there are some English Sewing Silks, but they generally cost higher of a similar quality.

At what rate higher should you say?—I should think there was something like 25 per cent.

Have you purchased any Silk Hosiery for the purpose of being sent to America?—Yes, I have.

From this country or from France?—From this country; I have given an order lately. We consider the English Silk Hosiery and the Gloves as decidedly preferable to the French, but the French make them cheaper. Many English Silk Hose will sell higher than the French; they consider them a richer article, and an article that will wear better; I do not import any French Silk Hose, but English; the French Silk Gloves in general are made very inferior at a very low price, but they will not wear.

Can you obtain the drawback on the Silk Hosiery you have imported?—Yes, I get the drawback.

What are the charges imposed upon you in obtaining the drawback?—I think, about 44s.: eleven pounds weight will pay the expenses. I have not obtained the drawback upon any; but I have given an order for them, and the manufacturer told me it required eleven pounds weight to obtain the expenses. We consider those expenses as rather high.

Is the obtaining the drawback subject to any other difficulties or delays besides those expenses?—No, I do not know of any difficulty except the expense. We consider the expense as an objection. In a small exportation it will not be an object, for the expenses will amount to more than the drawback. A package, perhaps of 40l. sterling, probably will not weigh enough to pay the expenses of obtaining the drawback.

Is the demand for Silk goods in the United States increasing?—I do not know that; I can say that it is increasing. There has been a constant demand for them for many years, ever since my knowledge of trade, which is about fifteen years.

Except Gloves and Hosiery, you have not thought it worth while to purchase any Silk goods in this country?—No; at the present rates I do not think it would answer to get any Silk goods from England.

[The Witness is directed to withdraw.]

Samuel Laurence,

Is called in; and Examined as follows:

Samuel Laurence.

(14 May 1821.)

YOU are a citizen of the United States of America?—I am.

What branch of trade are you concerned in?—Principally Woollen; but in some measure Cottons and Silks. We have not it in branches as it is here.

Have you made any great purchases of Silk goods in France or in this country?—Some in France; none in this country.

Have you ever considered the Silk manufactures in this country, with the view of drawing a comparison between them and the French goods?—I have.

What has been the result of that consideration?—We find that the prices are such here, that it is impossible to do any thing in them.

At what per-centage do you rate the difference in price in goods of an equal quality?—In coloured goods, I should think 25 per cent; Blacks less, 20 per cent.

What in Ribbons?—In Ribbons 25 per cent.

Do you make these comparisons without reference to the drawback?—No, what they would cost on board, including the drawback.

What difference in Hosiery?—Hosiery, I should think 15 per cent.

Have you made any purchases in England, for the markets of the United States, in any description of Silk goods?—Only Silk Twist and Handkerchiefs.

Are those to any amount?—Not to any great extent.

Is that by way of experiment, or do you feel confident of a market in the United States for those articles?—For Twist there is the greatest demand: Handkerchiefs, it is fancy in part, and in part prejudice. That Handkerchief (*producing one*) in the United States, would be sold for two dollars, when an India Handkerchief, not quite so handsome, would be sold for a dollar. Many persons, fond of things from this country, will purchase those in preference to China goods; but though those are handsomer than the China goods, they are not so durable.

Have you observed any variation of taste in America lately, in preferring one description to another?—It is within the last three years this description of Handkerchiefs has been introduced.

Putting price out of the question, do you consider our best quality of Silk goods to be equal to the best quality of French goods?—Yes, I have seen as good Silks from this country as from France.

You speak of Broad Goods?—Of the Levantines.

What is your opinion of the comparative qualities of the Hosiery?—The English Silk Hosiery is best by far; there is no Hosiery manufactured in France equal to the English, I should think.

Have you compared the Ribbons of the two countries?—I have carried them in my eye; I have not compared them together.

Do you consider our good Ribbons to be equal to the best of the French?—I think not so good, generally.

Have you considered the mixed goods of the two countries, the bombazines and Woollens?—Bombazines, I have; Woollens, I have not.

Does your observation apply equally to Bombazines?—Bombazines can be imported from this country; there are more Bombazines imported from this country than from France; there is a constant demand for them at the present prices.

Have you obtained the drawback on the goods you have exported?—Yes.

What expenses have you been put to on the exportation of each parcel?—I think the bond for Twist is 39 s.; and for Handkerchiefs or printed goods, 31 s.

Are there not other expenses attending the obtaining the drawback?—That includes all, I think; except the shipping charge of the merchant.

Did you often find the expenses so heavy as not to make it worth your while to apply for the drawback?—I have shipped small parcels within this short time without applying for the drawback; the expense of the debenture being equal to the drawback.

In what proportion do you consider the China Silks to be cheaper than the French?—Of the same kind, I should think, 15 per cent. at least; we import goods from China, that we cannot from France; a different kind of goods.

Is the market of the United States principally supplied from China?—Yes.

Do you conceive that if the article of Handkerchiefs could be afforded at some diminution of price in the United States, it would increase the demand for them considerably?

considerably?—Yes, it would, I have no doubt of it; the people, generally, are fond of an English article. Many persons in this country are fond of the Indian handkerchiefs, but it can be only because they are scarce.

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[The Witness is directed to withdraw.]

Ordered, That this Committee be adjourned to Wednesday next, one o'clock.

Die Mercurii, 16^o Maii, 1821.

The MARQUESS OF LANSDOWNE in the Chair.

Stephen Wilson, Esquire,

Is called in; and Examined, as follows:

WHAT is your business?—That of a Silk Manufacturer.

Connected with Spitalfields?—Yes.

Have you generally attended to the concerns of the Silk trade in this country?—I have.

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State what, in your opinion, is the extent and importance of the Silk manufacture throughout this country?—I am of opinion, that the Silk trade of this country is of much more importance than is generally supposed; from all the inquiries I have made, both at home and abroad, I am of opinion that it exceeds that of France. Nearly two millions of pounds weight of Raw and Thrown Silks are annually imported into this kingdom, the larger proportion the produce of our own colonies; the revenue derived from it is from 6 to 700,000 *l.* per annum, and it is collected at a less proportionate charge than any other article in the British tariff. I calculate that it gives employment to 40,000 hands in throwing it for the weaver, and their wages at £. 350,000. I estimate that half a million of pounds of soap, and a large proportion of the most costly dye stuffs are consumed at a further expense of £. 300,000 and £. 265,000 more paid to 16,500 winders to prepare it. The number of looms, which may be taken at 40,000, and including weavers, warpers, mechanics, harness-makers, enterers, twistors, cane-spreaders, quill-winders, and drawboys, at two hands to a loom, will employ 80,000 more persons, and the wages amount to £. 3,000,000. If we include infants and dependents, about 400,000 mouths will be fed by this manufacture, the amount of which I estimate at £. 10,000,000.

What estimate have you formed of the quantity of Raw Silk consumed in France?—A friend favoured me with an account of the number of bales that were introduced into France at the bridge of Beauvoisin, which is the place where most of the Silk comes into France; my opinion is founded on the number of bales there, and from the report of Chaptal, which states the quantity of Silk grown in France, and from observations which I have made for a long time past.

How much is the whole, in your opinion, under two millions?—I think two or three hundred thousand pounds.

When you speak of the value of the Silk manufacture being £. 10,000,000, do you estimate that Raw Silk is increased fourfold in value in the process of manufacture?—Nearly so, by when it comes to the consumer.

What is the average value of a pound of Silk?—I calculate the average value of Bengal Silk at 15 *s.* and 4 *s.* duty; China and Italian Silk at 25 *s.* including the duty of 5 *s.* 6 *d.*; Thrown Silk, including the duty of 14 *s.* 8 *d.*, at 40 *s.*; and I average them at 28 *s.*

State the disadvantages under which you conceive the Silk trade in this country to labour?—It differs from every other manufacture; the Raw material being burthened with heavy duties, it is excluded from a Foreign market by the difficulty of regulating an adequate drawback, and the principal seat of manufacture is deprived of free labour by the operation of the Spitalfields Act.

State the particular operation of that act?—It has removed all stimulus to any improved mode of manufacture; it has unnecessarily augmented the price of labour; no reduction has taken place in Spitalfields from the highest rates of wages during the war; it aggravates distress in slackness of trade.

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In your opinion does that act operate to the discouragement of machinery, and can you state any particular instances in which you have known it to do so?—The act does not operate to the discouragement of machinery, but it operates as a bar to all improvement, because the price of labour being fixed per yard, no advantage can arise to the manufacturer by the introduction of any improvement in the mode of making; on the contrary, a manufacturer of London would incur a heavy fine for an attempt to introduce any cheaper mode of weaving within the district, and ruinous fines for any attempt to weave out of the district at reduced rates.

Do they manufacture cheaper in the country than they do in Spitalfields?—Considerably.

Has that circumstance had the effect of banishing particular kinds of manufacture from Spitalfields?—Many branches.

State the particular branches which occur to you?—The Bombazine trade, the Gauze trade, Figured Handkerchiefs, and all small Fancy works.

Notwithstanding the removal of those branches of the trade, has the manufactory in Spitalfields continued to thrive?—I think it has.

To what do you attribute its prosperity?—To the increased demand for Silk manufactures.

Does the act prevent a manufacturer of Spitalfields from employing any portion of his capital in weaving in the country, whilst a part of it continues to be so employed in Spitalfields?—Totally.

Is there any limit to the time within which informations may be laid under this Act?—None.

Do you know any instances of informations being brought after a considerable period?—Six months; I do not recollect any at a later period than that.

Has any modification of that act, short of its absolute repeal, occurred to you?—If masters and journeymen were permitted to make special agreements, provided the agreements were in writing, it would remedy much of the inconvenience, and benefit all concerned; some limitation of time should be made to the laying informations, and the evading and eluding of the act clearly defined.

Have you in any instances been obliged to refuse work to weavers, which you could have given to them with advantage, had the act not been in operation?—I could at this time employ some scores of weavers, and give them works by which they could earn from 30s. to 36s. per week, but cannot do it on account of the operation of the act.

Are you, under this act, obliged to pay unskilful workmen at the same price as you do the most skilful?—We are.

Does it also, by limiting the number of threads to an inch, and other little vexatious regulations of that kind, operate to the injury of the manufacture?—Very much so.

What is the highest you have known a journeyman earn, without being particularly skilful?—I have known some earn 4*l.* or 5*l.* a week, from their own labour; but it is not what the man earns, for there are many journeymen, who never weave at all, but they have children and apprentices who weave, and they overlook them; some will draw 6*l.* or 7*l.* a week.

Have you remarked that the poor rates in Spitalfields have been less than in other places in times of distress?—I have not remarked it.

Do you live in any of the parishes of Spitalfields?—I do not.

At any time of stagnation of trade, have you observed that the distress has been less in Spitalfields than any other places?—I think much greater, so much so that a subscription was made of £.40,000 for the relief of that distress.

Does that apply to the weavers, or the other parishioners?—The weavers; for, whenever the Silk trade has been very slack, distress has ensued in Spitalfields.

Do you conceive that, if it were not for the operation of this act, that distress might have been relieved by giving work to the weavers at a lower rate?—It often might.

Did you ever experience any jealousy in the best workmen, finding that they earned no more than the inferior?—I do not think that that is the case, because the best workmen will generally make figured works, the inferior workmen will make plain works; the rate for figured works is higher than for plain.

You have been in France?—I have.

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For a considerable period?—As a prisoner, I was there for four years; but I was confined to a town.

Have you visited their manufactories?—Last autumn.

What comparison do you draw between the French manufactures and ours, and in what branches of the trade is the superiority?—They are superior generally, but in some few mixed articles we surpass them. French Silks are certainly very considerably cheaper than British, but the sorts are so various that it is impossible to state any per-centage; they are comparatively cheaper in proportion as the goods are of difficult manufacture; the principal mixed articles in which we excel them are Bombazines and Poplins; our Silk Stockings are generally considered superior to theirs.

What do you consider to be the reason of the superiority of our Bombazines and Poplins, while that superiority does not extend to other articles?—I conceive it is from our Wool being better adapted to the manufacture.

Have the French any considerable manufactures of mixed Silk and Wool?—I think not; they have considerable manufactures of Silk mixed with Cotton.

Is it your decided opinion, putting price out of the question, that our very best Silk manufactures are decidedly inferior to the very best French?—I think not.

Have the French any advantage in machinery?—They have superior machinery for the finer figured works which greatly surpasses ours.

What is the particular advantage which machinery gives them?—It enables them to change their pattern in a few minutes, when our method requires many days if not weeks; we cannot manufacture the same works without the assistance of a man to draw it, the French weaver does it himself, by this machine, with one treadle.

Is it likely that that machine will come into general use in this country?—It will be a long time first, as it requires a great height, eleven to twelve feet, and the rooms in most of the weavers houses are only from eight to nine feet.

Do you consider that the French have any advantage in their dyes?—The duty on soap and dye stuffs, bears very heavily upon Silk. The price of dyeing white at Lyons, is fifteen sous or seven pence halfpenny per pound, and colours twenty-four sous or one shilling; while here the former is two shillings, and the latter from two and sixpence to four shillings.

What proportion of this do you attribute to the duties on dye stuffs and soap?—Without having thought much upon the subject, I should apprehend one-third.

Can you state what is the price of Raw Silk and of Organzine in France?—I cannot with certainty; speaking generally, I believe it is as dear as it is here, with the exception of the duty.

What do you now pay for organzining Silk in this country?—From 7s. to 8s. 6d.

Has it fallen in price much?—It varies according to the demand.

Is the general charge for organzining lower this year than it was seven or eight years ago, from the increased competition?—The price of organzining depends very much upon the quantity of Italian Organzine in the market; if Italian Organzine is scarce, the price is higher than when Italian Organzine is plentiful.

What is the price of throwing Silk in Italy?—I cannot speak to that.

Do you know whether it is cheaper than it is in this country?—I have understood much cheaper.

Have you ever been able to account for their being able to do it more cheaply there than we are here?—I cannot account for the difference in price of throwing Organzine between Italy and this country.

Do you consider our machinery in this country to have been brought nearly to perfection?—I understand it is more perfect than theirs.

What is the drawback on manufactured goods, and how far is it a compensation for the duty on the raw material?—The drawback is for Stuffs of Silk, 12s. per pound; Ribbons, 10s.: the present drawback on Stuffs of Silk I consider about fair; but as Silks are generally sold in small parcels, the expenses of the bond and debenture swallow up a large proportion.

What do you pay for a bond and debenture?—I think about 2l. 5s.

Of what particulars is this charge composed?—I am unable to say.

Of about how many pounds are the common shipments?—Four or five pounds weight.

Are you subjected to any other inconveniences in obtaining the drawback, besides the expense of the bond and debenture?—When small parcels are entered for the

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bounty, they undergo a search, and if the most trifling mistake is made they are forfeited; so that many find it better to give up the drawback rather than subject themselves to this risk.

Have you made any calculation as to how far the duty on the raw material tends to raise the price of the manufactured article?—I reckon Italian Organzine to be increased to the consumer 84 per cent; Italian Raw, 48 per cent; and Bengal Raw, 45 per cent, by the loss upon Silks in their various processes, and by the interest of money, commissions and profits; while the merchant, manufacturer, warehouseman and retailer must each necessarily receive in a progressive increase.

When you state that the present drawback is sufficient, do you mean that it fully opens export trade to the manufacturer of this country?—No.

In what manner does that export trade remain fettered by the duty?—Some articles pay considerably more duty than they draw back.

Would an increase of that drawback open a door to fraud upon the revenue?—I am afraid it would.

In fact, are many English Silks exported?—Not a great many.

Do you consider the export trade to be increasing?—I do.

Do you know to what countries principally?—To the Brazils and to South America principally.

In your opinion, could French Silks be admitted into our market without material injury to our manufacturers, if the duty on the raw material were taken off?—I am of opinion, that without free labour this country never can compete with the French manufacturer, and with that, and the raw material free from duty, it would then require some years to improve our machinery equal to theirs.

What is the drawback on Mixed Goods, and how does that drawback operate?—If a few threads of Cotton are mixed with the Silk, the drawback is reduced from 12s. per pound to 2s. 2d.; and if mixed with Worsted, to 1s. 1d.; if Silk, Cotton and Worsted are all three mixed, no drawback at all is allowed; and thus the drawback on Mixed Goods is totally inadequate.

Do you consider the manufacture of Mixed Goods to be increasing in this country?—I am afraid not, but very much increasing on the Continent.

Do you conceive that if the drawback with respect to Mixed Goods were modified in the manner you have suggested, an increased export of those Mixed Goods might be expected to take place?—I should think considerably; so as where Cotton and Worsted are employed, we generally surpass the Continent.

Do you conceive that an alteration in the amount of drawback, by increasing it upon some description of goods, and diminishing it upon others, might also have the effect of increasing the export trade?—I think in many articles; there is one which occurs to my recollection, which is the Patent Net Lace made in the Nottingham trade, the drawback upon that article is only 4s. per pound, and the duty and effect of the duty amounts nearly to 30s.; I believe it to be an invention of this country, and owing to the want of an adequate drawback, France is now reaping the benefits of it.

Where is there any considerable manufacture of Mixed Goods in this country, besides Norwich?—At Kidderminster, at Manchester, at Sudbury.

Have not you understood that there has been a very increased demand for the Norwich Bombazines within the last two or three years?—The trade had very much increased, but of late it has fallen off very much.

Within what period?—Within the last twelvemonth the demand for Bombazines has decreased very considerably.

[The Witness is directed to withdraw.]

Enoch Durant, Esquire,

Is again called in; and further Examined, as follows:

Enoch Durant,
Esq.

ARE you generally acquainted with the principal Silk manufacturers in Spitalfields?—Of London, generally.

Can you state what the opinion of the master manufacturers is with respect to the Spitalfields Act?—In the first place, I would beg leave to state, that there is a general committee of the Silk trade, composed of about twenty-six members, periodically held at Weavers Hall; of that committee I have long been a member, and

*Enoch Durant.
Esq.*

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and in frequent attendance: the general opinions of that committee are certainly unfavourable to the operation of the Spitalfields Act, and I never heard more than two members of it express themselves favourably towards it. As far as my intercourse with the manufacturers of London goes, I do not recollect any individual, with the above exception, who has ever expressed to me a favourable opinion of the operation of it.

In what manner is that committee appointed, so as, in your opinion, to represent the general opinion of the master manufacturers?—By a general meeting of subscribers, comprising generally the Silk trade, held annually, to which the subscribers generally are summoned, both of town and country.

What would be, in your opinion, the effect of the removal of the duties on the raw material on the Silk manufactory?—Without occupying your Lordships time, I would beg to answer that question shortly. I think at present the Silk trade is not in a situation to compete with the Silk manufacture on the Continent; but from the manufacture having of late spread itself into districts where the improvement of machinery has been much attended to, and where the mode and prices of labour are unrestricted, I am not aware of any thing in the quality of Silk, or the difficulty of its manufacture, which, in course of time, aided by a gradual reduction of duties, may not place it in a situation in which it may attain the same rank as the other manufactures of the country have attained, and may, perhaps, finally enable it to compete with any Foreign manufacture.

What, in your opinion, is the extent of advantage to be derived from the importation of Raw Silk from our colonies in the East Indies?—In answering that question I must beg to trace back a little the progress of the produce of Raw Silk in Bengal. Previously to the year 1770, the preparation of Silk in Bengal was of the rudest kind, applicable here only to inferior purposes, and in price bearing a proportion to that of Italian Silk perhaps of one-third to one-half. About the year 1770, the Italian mode of preparing or reeling Silk was introduced into Bengal: from various circumstances the improvement was not for many years very considerable; and the importations, up to about the year 1804, were not considerably increased: about that time an opening was given to the Private Trade; from that period the importations somewhat increased, but very irregularly; some years the importations of the Company were very large, and in other years very small: of late years the attention of the Company to the improvement of its quality and the regularity of its imports has been much greater; the imports also of Private Trade have been considerable, so that the average of late years is about double what it was previously to 1804; the increased importation, which has been progressively experienced, has been in Bengal Silk, the importation of Italian Silk remaining without any important alteration; as respects the quality of Bengal Silk, we receive now some of it nearly equal in quality to the best Italian. Bengal Silk is also generally capable of being brought to the same perfection; the means of producing it, as regards quantity, are, I believe, unlimited; and the statements of all the authors who have written on Bengal commerce prove that its natural cost there is very low. I think under those circumstances it is quite possible that the improvement of Bengal Silk may give an entirely new impulse, not only to the Silk manufacture of this country, but also of Europe. The principal consumption of this Bengal Silk, has hitherto been in this country, and it is here only that its various qualities can all of them be brought into use; this I apprehend must render this country the mart for Bengal Silk, whenever its consumption on the Continent may become considerably extended; but it appears to me that any immediate or sudden change affecting the manufacture of this country would not only have the effect to remove the mart of Bengal Silk from this country to the Continent, but would so check the demand and consumption of this Silk as to break up the establishments for preparing it in Bengal, and finally hazard the entire loss of that branch of East India commerce. I would beg also to observe, that the labour in preparing Raw Silk affords much more employment to the country producing it than any other raw material with which I am acquainted; I therefore submit to your Lordships this view of the British Silk manufacture, as connected with the commerce of Bengal, which has always appeared to me a very important feature of this manufacture. I would beg leave to submit one further observation as respects the duty upon Bengal Raw Silk; that the duty is 4s. per pound, making about 25 per cent. on what may be considered its present average price of from 16s. to 18s. per pound. I apprehend that we may anticipate still lower prices for Bengal Silk, and of course the 4s. per pound will

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form a still more disproportionate rate; and I submit how far such a duty is consistent with sound policy, upon the raw material of our own colonies, under the view I have taken of the importance of the trade to this country and Bengal.

Has it ever been proposed, in the Silk committee which you mentioned, to apply to Parliament for a repeal of the Spitalfields Act?—It has been the subject of frequent conversation there, but never regularly proposed as a measure to be adopted by the committee.

If, as you represent, all the members of the Silk Trade committee, with the exception of two, are strongly in favour of its repeal, how do you account for their never having applied to Parliament for that repeal?—My statement was, that the general opinion of the committee, with the exception of two, was unfavourable to the operation of the act; and the impression I have received is, that the repeal would be considered so obnoxious to the journeymen or operative weavers, that it would not be well to take any steps to obtain it.

That is on the part of the Silk Trade committee?—On the part of the Silk Trade committee.

You have stated that you conceive the Silk trade of this country could, if the duties were considerably reduced, compete with the trade of the Continent; do you not consider that the Silk trade of England having the monopoly of the supply of the home market, an increase of the drawback would produce the same effect?—I gave a very guarded opinion; I did not say that a reduction of duties would enable them to compete with the Foreign manufacturers; I endeavoured to submit, that probably the removal of the manufacturing part of the trade into other districts, combined with a gradual reduction of duties, might ultimately enable the Silk manufacturer to compete with the manufacturers on the Continent. Countervailing drawbacks, really available to the manufacturer as regards the export trade, would be the same in effect as a reduction of duty.

What do you consider to be the average difference of value now, between Bengal and Italian Silk?—About 5 to 10 per cent. for Silk of comparative quality, not more, certainly.

Are you of opinion that there is any thing in the nature of Bengal Silk, which must always give to it that woolly appearance which has been complained of?—I believe that the woolliness complained of, is very much a defect of the preparation; and that there is nothing inherent in Bengal Silk which should not render it applicable to almost or perhaps to every purpose of Italian Silk.

[The Witness is directed to withdraw.]

James Morrison, Esquire,

Is again called in; and further Examined, as follows:

James Morrison,
Esq.

IN addition to your purchases in Silk, to what amount do you make purchases in Bombazines?—About £.150,000 a year.

You do not include that in your original answer?—I have since ascertained that our purchases in Silk goods are upwards of £.700,000, including the Bombazines and Lustres.

Can you state what proportion of Bombazines consist of Silk, and what proportion of Worsted?—I cannot state that; there is not much Silk used in Bombazines.

Do you export Bombazines?—There have been lately some sent to America, I believe, as an experiment; the result I have not yet learned.

Do you conceive the consumption of Bombazines has increased lately?—The consumption of Bombazines has increased within the last few years, in consequence of the introduction of coloured Bombazines, a new article altogether.

Do you know whether there is any large Foreign demand for them?—I believe not; and the expectation of a demand for America arises, principally, from the circumstance that the Americans frequently follow us in the fashion.

Do you know whether there is any considerable Foreign demand for Poplins?—I think there is very little demand for that article.

Do you know whether there is any difference between the quality of the coloured Bombazines and the black?—They are dyed in the piece, and therefore are originally the same make; they are not made expressly for one colour or the other.

James Morrison
Esq.

(16 May 1821.)

Is there more Silk introduced into Lustres than into Bombazines?—I should think there was.

Do you ever purchase Irish Poplins?—I believe there are very few of them introduced into England now.

You are acquainted with them?—I am.

Do you consider them superior or inferior to English Lustres?—They have generally made a very good article in Ireland; and if they have confined themselves to that better article, it is because they could not sell an inferior one. I imagine the English can make them as good.

[The Witness is directed to withdraw.]

WINE.

Charles Le Tavernier, Esquire,

Is called in; and Examined, as follows:

C. Le Tavernier,
Esq.

ARE you engaged in the Wine trade?—I am.

How many years have you been engaged in that trade?—About six-and-twenty.

During that period, have you observed any considerable variation in the demand for French Wines in this country?—There was much more demand during the war than now.

Do you remember the period of the conclusion of the commercial treaty with France, in the year 1787?—No, I was not here at that time; I am an emigrant; I came to this country in the year 1792.

You were not concerned in the Wine trade in France?—No.

Did not the demand for French Wine increase considerably some years after you first engaged in the trade?—The demand for French Wines, in my opinion, was very great from the year 1809 to 1814, as far as I can judge myself.

There appears to have been a much greater importation of French Wine in the year 1809 than either in the years immediately preceding, or the years immediately following; can you account for that circumstance?—No, I cannot.

Has not the consumption of French Wine during the last few years considerably diminished?—Very much, if I may judge from my own trade.

To what do you attribute that circumstance?—I attribute it to noblemen importing a few cases of Champagne, or a few hogsheads of Claret; but I was not aware that the decrease was so great as that which it appears by the account before the Committee: I hear other merchants complaining.

There was a considerable additional duty imposed on French Wine in the year 1815?—There was.

Did that duty operate considerably in diminishing the consumption?—It did not in the least diminish the consumption of my customers, and I sold more Wine that year than I think I had since 1810, which was my best year; it did not diminish the consumption at all. When my customers like Wine, they do not stand for the duties.

Can you state what proportion of the French Wine imported into this country is re-exported to the Colonies?—I cannot state precisely, but I should not be surprised if a half or two-thirds of that brought into this country is re-exported to the East Indies.

Can you form any opinion whether a diminution in the existing duties would lead to a considerable increase in the consumption of French Wine in this country?—My opinion is, that if the duties were the same upon French Wine as they are upon Port and Madeira, the demand might increase for a year or two, but ultimately the demand would, perhaps, fall to the same that it is now: my opinion is founded upon this, that all the best Wines made in France are now exported to this country, therefore there could be no more; and in this country the English gentlemen and noblemen have three quarters of the good French Wines that are made in the country, therefore, if a diminution of the duties were to take place, you would have a great deal of French Wine more sent to this country, on account of the diminution of duties, but you would have trash and inferior Wines.

C. Le Tavernier,
Esq.

(16 May 1821.)

Do you not conceive, that a considerable importation of the lighter French Wines, and no otherwise inferior than that they are lighter, would take place into this country if the duty was diminished?—That would take place immediately, in my opinion; but this inferior Wine would not keep in this country, it would get sour; therefore, on a trial, many persons would import a great quantity of those inferior Wines which they might purchase in the country for a trifle; but in a year or two it would decrease in quantity, till it came down to as small an amount as it is now at; Wine which drinks very well in the country in which it is produced, if it is removed perhaps fifty leagues, will drink sour.

Are there not many French Wines, particularly in the south, and the neighbourhood of the Rhone, of a quality calculated to keep, which are not now imported in considerable quantities into this country?—Yes; those Wines are called Hermitage and Côte Rotie; there is Roussillon Wine also; but, according as I know the taste of English gentlemen and noblemen, will not suit: Côte Rotie and Hermitage are very capital Wines, they are almost all imported into this country; they do not grow much of these Wines; of Roussillon there is a considerable quantity, but this, and others of the same description, are not fit for general consumption.

You state that in your opinion all or nearly all the best French Wines find their way into this country, under the existing rate of duty?—Yes.

When, therefore, three times the present amount of Wines were imported into this country annually, about ten years ago, were then very inferior descriptions of Wine imported with the best?—The second and third growth might have been imported then on speculation; I think all those Wines might have been imported then, because they had no other way of exporting their Wine but to this country, and from this country that Wine found the different markets in the globe by the English ships, which might perhaps account for such immense quantity of Wine being imported into this country in the years 1809 and 1810; but now the French export their own Wine in their own ships to all parts of the world, which is the cause of not so much French Wine coming to this country, but I know as a fact, that of the best French Wines, three-fourths at least are sent to this country.

Do you deal chiefly with your customers in the first descriptions of French Wines that are imported, or in French Wines generally?—I deal in Port, Sherry, Madeira, and all sorts of Wine, but in French Wines I confine myself to the best; and when I go to the country, as I generally do once a year, and during the war I went as often as I could, and once I was put into prison there; I used to go once in a year, or once in two years, and my business is to select the best Wines in all countries, cost what they may; I never buy any inferior Wine.

In the answer you have given then, you refer entirely or chiefly to the consumption of the most valuable descriptions of French Wines?—Certainly; I first established my house upon that plan, and I may state that the first tun of Claret I bought at Bourdeaux, cost me 8,000 francs; and such Wine as is scarce in the country.

In the course of your experience, have you observed a considerable variation of prices in France, for the descriptions of Wine you have imported?—The best Wine is always very dear, I mean such Wine as I have been alluding to.

Has there been a variation between the price at one period and another?—Not materially in the best Wine.

With respect to inferior Wines, as far as they have fallen under your observation in France, has there been a great variation in prices?—Yes, there was at one time, about the year 1808: then inferior Wines were certainly very low, because they could not export them; their low Wines were then very low, and might be got for nothing or a trifle, but good Wine, such as was fit for this country, always fetched an immense price; and it was about that time that I paid the enormous price I have stated for Wine for this country.

Are not the Hermitage vineyards very much confined?—They are.

Can the cultivation of the superior Wines in France be increased?—In my opinion it cannot, because it is only such spots that will grow such Wine, therefore the spot cannot be amended, and if you manure the ground you spoil the Wine.

Has there not been particularly severe distress in the Wine districts of France since 1814, particularly in Champagne?—Yes; 1815 was a very good year, but 1816 and 1817 were very bad, 1818 was a tolerably good vintage, 1819 ditto, 1820 has been bad.

Were not the vines in Champagne and Burgundy very much injured by the armies in 1815?—They were in great measure, but they are now as good as they were.

Has

Has any alteration of the price of inferior Wines taken place in consequence of that?—Yes, in 1816 and 1817 Wine was very scarce and sold dear, now inferior Wines are certainly cheaper.

C. Le Tavernier,
Esq.

Cannot you account for a portion of the diminished importation into this country, from the circumstance of Wines having been dearer in those years?—No.

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Do not you think there has been an increased quantity of the first quality of Wine produced from the same soil during the last few years, from a superior method of cultivation?—There cannot be a much greater quantity, some of the first growth in France had been spoiled, because they looked for a greater quantity on the same spot. Clos de Vougeot belonged formerly to the Monks before the revolution, since then, when it belonged to private individuals, they wanted to increase the quantity, and manured the vines, and by that destroyed the quality, but now they come to the same system as before, and the said Clos de Vougeot has recovered; that shows that a much larger quantity of good Wine cannot be grown in France; it is the nature of the ground that will make good Wine, and not improved cultivation.

You were understood to say, there is a vast quantity of Bourdeaux that is exported from this country to India; is the only exportation of Bourdeaux from this country to India?—I think there is some likewise from Bourdeaux to India.

Is there any considerable exportation from this country except to India?—Not to any great amount; there is some exportation from this country to the West Indies, but a very small quantity, and inferior Wine; but those are what are called Cargo Wines, Wines of 3*l.* 4*l.* or 5*l.* a hogshead.

[The Witness is directed to withdraw.]

John Hall, Esquire,

Is called in; and Examined, as follows:

WHAT is your profession?—A Ship Broker; and I hold the office of Hanoverian Consul-General in London.

*John Hall,
Esq.*

Have you in that capacity been conversant with the Wine trade?—Not with the Wine trade immediately, but with all branches of trade generally.

How long have you been acquainted with trade?—I have been acquainted with the local commerce of London, and the general trade of the country, for the last two-and-twenty years, and have been a tolerably attentive observer, having been in habitual communication, almost daily, with all the departments of the Revenue; the Customs as well as the Excise.

Have you observed any considerable variations in the consumption of Wine during the period you have been acquainted with it?—The observations that I should address to your Lordships would be more applicable to the general branch of the Foreign Wine trade, with regard to the transit and export, than the home consumption, which is a branch on which I should not venture to give your Lordships any opinion. With respect to the transit and export trade, I can speak to a very considerable diminution having taken place in the importation of Wines, which have been generally bonded for exportation; one of the greatest reasons of the diminution of that particular branch of our trade is attributable to certain vexatious regulations, touching questions of claims made upon the original bonders and importers, for deficiencies which have arisen during the period those goods have been in the possession and custody of the Crown. By some subsequent regulations the Lords of the Treasury have directed, that, in respect of Wines or Spirits deposited in the London Docks, East India Docks and West India Docks, no deficiencies whatever shall be claimed, provided they shall not exceed two per cent; and that in cases where the loss, or rather the diminution in quantity shall exceed two per cent, in those cases the parties shall be at liberty to make a special application, and, according to the circumstances under which their case may appear, relief may be afforded; but the general impression that exists abroad, relative to the regulations and claims alluded to, has operated to deprive us of nearly all the advantages we hitherto enjoyed from the bonding and warehousing of Wines and Spirits for exportation.

To what places did this export chiefly take place, when at its highest amount?—The export was generally to the East Indies, to South America, the Brazils and to various other distant parts; not to Europe, but to parts of Asia, Africa or America.

Do you conceive that, independently of the circumstance to which you have alluded, the demand from the East Indies would have continued the same?—I do

conceive

*John Hall,
Esq.*

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conceive that in consequence of our not having in our depôt articles which the Foreigner was taught to seek in our entrepôt, we have driven them to other ports to obtain their supplies, and that such is one of the principal reasons which have undoubtedly diminished that branch of our trade, and which has incidentally carried with it other portions of commerce of material importance; for the Foreigner, not being able to find in this country Cargo Wines, as forming one of the articles usually looked to in assorted cargoes, is driven to other countries, with the view of confining his operation to one loading port, instead of coming here for one article and going to the Continent for the rest. The trade of the port of London is also loaded with excessive and enormous charges, some of which undoubtedly are attributable to the monopolies which exist under charters granted to the several Docks; I fear, until those charters expire, we are to look forward with very little prospect for relief; but those causes operate undoubtedly at present as a complete check to a very considerable proportion of trade, which we otherwise should enjoy. Under the Warehousing Act, a claim has recently been made by the Excise, which appears inconsistent with justice. There is a clause in the Warehousing Act (43 Geo. III, c. 132), which directs that Wines or Spirits, or any other goods, which may have remained in the warehouses beyond the period allowed for bonding, the Customs may take possession thereof; and in the event of its appearing that they will not produce the duty, including the charges and freight, they shall then proceed to destroy them. Instances have lately occurred, where parties have applied for the purpose of abandoning such goods into the hands of the Customs, under the provision of the said statute; the Customs have taken possession of them accordingly; but the Excise have turned round upon the parties who were the original importers, and have stated to them, you are at liberty to destroy those goods if you please, but we shall require you to pay the whole home consumption duties under your bonds; the bonds in fact taken by the Excise requiring that the parties shall either clear them for home consumption, or export them within a certain time. Such claims and under such circumstances necessarily attract the attention of the merchants upon the Continent, and not only produce a most hostile feeling to the mode in which our trade and commerce is conducted, but necessarily operate as a check to their commercial intercourse with this country.

Were it not for those regulations, and other circumstances to which you have alluded, is there any reason why this country should not be as much a depôt at present, for Wines intended for consumption in remote parts of the globe, as at former periods?—None whatever, from the very moment that a proper competition shall be opened in the port of London, by which the charges on commerce may be reduced; because I conceive the existing regulations, under the present warehousing system, only as one of the impediments to the trade not finding its way here, or rather one of the causes of its having been driven away from us, as our charges are so excessive, that parties can supply themselves on better terms on the Continent than in this port, and not liable to similar vexatious regulations. I am not disposed to go the length of stating, that in my opinion the Wine trade for exportation would, under the present state of our commercial relations, be carried to the like extent to which it existed during the time of war, as much was forced here under the licence system; but I am inclined to think, that it would very materially increase beyond what it is at present, which improvement would unquestionably be influenced by another subject of great national importance, namely, that of an improved and general warehousing system.

From your general experience in the Foreign Trade of the country, what are the restrictions now existing which you conceive operate as an impediment to its increase?—That question embraces a very wide field of inquiry, and if it is your Lordships pleasure that I should go fully into it, I am prepared so to do; but I understand it is not wished to go into any matter of detail which already appears upon the Minutes of the Evidence taken before the Committee of the House of Commons. That question I will answer, therefore, by confining my reply generally to the present laws and regulations under which our trade and commerce is conducted. It will be necessary for me to go back to the reign of Charles II, which gave birth to the laws and regulations by which our trade is at present regulated, commencing with the Act of Navigation. In addition to that act, we have also a statute of the 13th and 14th Charles II, commonly known by the name of the Statute of Frauds, which is felt as a great grievance, not only by the parties in the countries to which it immediately applies, namely, the Netherlands and Germany, but produces some
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obstruction to our trade with those parts of the Continent; as by that law there are particular articles enumerated, viz. fir timber, spicery, boards, grocery, olive-oils, pot-ashes, wines not Rhenish, pitch, tar, rosin, salt and tobacco, which by that act are not allowed to be imported at all from Germany or the Netherlands into this country; but by an act of the 6th Geo. I, c. 15, some relaxation took place in respect to certain articles from Germany, namely, masts, fir timber, planks and deals, which were originally prohibited under the 13th and 14th Charles II, but are now allowed to be imported from Germany in British ships, and by British subjects only; so that a German, in point of fact, under the operation of the law, is not allowed to bring to this country, articles the produce of his own country in his own ship. The Act of Navigation, of which the exceptions form the rule, and the very many other laws relating to trade, commerce and navigation, which have been passed since, are so extremely various and intricate, and therefore so difficult to be understood, that they operate very materially to check our Foreign Trade, and the commercial intercourse of other countries with us; for even in this country I find men, extremely well informed on commercial subjects, who are perfectly ignorant of the legal application of the particular provisions of many of those statutes. I have heard of operations upon the Continent which were intended to have taken place with this country, having been actually abandoned, in consequence of the parties, who had written to their correspondents in this country, to know whether operations of the kind alluded to could be carried on, having received for answer, that they were unable to inform them, nor could the information be acquired of the British Consuls so as to induce parties to act; for although we have a variety of works from which those who are conversant with the subject may derive the necessary information, I will venture to say, that, with the exception of that particular class of persons, there are very few at all able to form a correct judgment of what is, and what is not, allowed under the laws for regulating our trade and commerce. The policy of our laws of navigation, I am not disposed to touch upon: as long as those laws could be maintained beneficially, it was expedient to adhere to it; but I may venture to state, that in the present situation of the Continent and other countries in respect to commerce, and altered position with regard to our commercial relations, not forgetting the fact of Foreign governments having endeavoured to apply the *lex talionis*, and to adopt the same commercial principles on which our Act of Navigation was founded, it has appeared to me impolitic, and at variance with the best interests of this country, to continue, under such circumstances, a restrictive policy. I am decidedly of opinion, (formed upon attentive consideration), that some relaxations might be granted under those acts of parliament to the advantage of our trade and commerce, and as evincing a desirable spirit of liberality to Foreign states, which they would no doubt accept as a boon, and place our commercial intercourse with them in a better situation than it is at present. I would suggest, that the statute of 13 and 14 Charles II. should be got rid of altogether, for the particular circumstances under which it was passed are no longer applicable to the state in which we now are with regard to those countries. Very considerable difficulties also arise from the construction which has been given under those acts of parliament as to particular countries and places. According to the legal opinions, whatever was the Netherlands, France, or whatever was Germany, &c. during the time of Charles II, is to be considered so now, notwithstanding the incorporation and annexation of various countries and places under solemn treaties, and which, one would naturally conclude, places them in the situation as applicable to an importation from the country or countries to which such places now belong; instead of which we have, since the peace, found the port of Dunkirk (which at present is very properly, under an order of the Treasury, considered as a port of France) held to be a port of the Netherlands; and it was not until some time back, the Lords of the Treasury having given a direction to the Customs to release some goods which had been seized as an illegal importation from Dunkirk, that the officers of the revenue were directed (upon a liberal construction of the Act of Navigation) to consider Dunkirk as a port of France. The same difficulties occur with respect to Germany, as to which, the practice with regard to importation is at variance with the law; for, according to the statute of the 13th and 14th Charles II, to which I have before alluded, the importation of fir timber, masts and boards is prohibited from Germany altogether, and only since the 6th Geo. I, c. 15, allowed to be imported in British ships; but still every day, importations of fir timber take place in Prussian ships from Memel, Elbing and Königsberg, which

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ports, at the time of Charles II, were ports of Germany. The question of the build of the ship is another difficulty which arises out of the Act of Navigation, by which the importation from certain parts, namely, from Turkey, Muscovy and Russia, is confined to ships of the build of that country, or ports of usual transportation, or to ships British-built. That principle, however, has been departed from in the treaties with America and Portugal, 49 Geo. III, c. 59, and 51 Geo. III, c. 47, from whence the importation is now permitted in ships, not only of the build of those countries respectively, but also ships that have been legally condemned as prize. A relaxation, generally, in favour of British-built ships, or ships condemned as prize, would be desirable, as conforming to the principle which we adopt ourselves, as ships legally condemned in this country as prize, or as having been captured in the slave trade, are entitled to a British register, and navigate with all the advantages belonging to the British flag, and are recognized as such by Foreign states. The same principle has been admitted also with regard to the importation of manufactured tobacco, which, by the statute of 59 Geo. III, cap. 74, is allowed to be imported in ships belonging to the country, or legally condemned to those countries as prize. I am of opinion, that the point with regard to the build of the ship may therefore, as ascribed, be given up, as it would encourage the sale of ships British-built to the Foreigners, by extending the liberty of importation to vessels of the build of the country, vessels legally condemned as prize to such country, or British-built ships navigated under the flag of that country. The other branch of the Act of Navigation confines, as a general principle, the importation from Asia, Africa and America direct in British ships, with the exception of the produce of Portugal and Spain, which is allowed to be imported in British ships from Portugal or Spain, being considered the usual ports of transportation; and importations from America are now regulated by the treaty under the 49 Geo. III, c. 59, which permits American produce to be brought from thence in American-built ships, or ships condemned as prize to America. So also as to Portugal, under the 51 Geo. III, c. 59. There are various exceptions to the laws I have just been adverting to, which in fact form the rule, and, not being understood upon the Continent, have, in my opinion, as I have before stated, operated very materially to check that commercial intercourse with this country, which, I am satisfied, would have taken place, but for the difficulties alluded to. The general impression with Foreign merchants is, that no importation can take place into this country, except in a ship of the build of the country of which the goods are the produce, or in a British-built ship, that being erroneously declared in the treaty of Breda, whereas the rule, as applicable to Europe, is confined to the enumerated articles only; so that, under the present law, a Swedish ship may import Swedish produce from Holland into this country, or a Danish ship Danish produce from France; and a great variety of articles may be brought from any port in the Continent in any ships, such goods being the produce of Europe. I am of opinion therefore, that with the view of encouraging our Foreign trade and commerce, it would be desirable to revise and bring under one head the whole of the acts of parliament touching navigation, trade, and commerce. There are at present no less than about two hundred acts of parliament (which are obsolete) of a date prior to the 12th Charles II, relating to trade and commerce, and I believe the number, since the statute of the 12th Charles II, is not less than from eight to nine hundred; it cannot therefore be a matter of great surprise, that differences of opinion should exist, and questions be raised touching importation and our trade in general. I think it would be desirable to grant permission also to a British ship to import from Europe any articles whatever, which relaxation of the Act of Navigation would simplify materially the system to which our British navigation has been subjected. A more liberal mode also of executing the Revenue laws, in my opinion, would tend very materially to improve our trade and commerce; as the temper and manner in which they are administered, influence our Foreign commercial intercourse very much. The object of all our penal statutes, relative to trade and commerce, I apprehend, is the punishing of the smuggler and the dishonest man, but not to visit on unintentional error, or want of due diligence, the consequences of confiscation; for the penalties of our Revenue laws, in point of severity, are far beyond those of any other country, as a breach of the Act of Navigation only, in respect to importation, carries with it not only the condemnation of the goods, but the confiscation of the ship. Persons having goods on board of a vessel bound to this country, the importation of which is contrary to law, the goods although not attempted to be landed, are visited with the punishment of confiscation,

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as the intent to land constitutes the legal offence, although they may have reported their goods for exportation, which ought to save them from the penalties of confiscation. About a year after the peace, the revenue officers were instructed to adopt a more liberal policy with respect to the application of those laws; but it was not until a very considerable injury had been sustained by our trade, in the habitual vexatious application of them; as in the first instance they did not hesitate to seize goods merely on account of a trifling difference in the marks, or a description of package, putting parties to great expense, trouble and vexatious delay to obtain restitution: that system has latterly been considerably altered for the better, but is still capable of much improvement. These appear to me to be the leading points to which I would confine the observations I have to submit to the Committee with respect to the laws themselves; there are very many minor points, partaking more of detail than principle, with which I will not occupy the attention of the Committee at present.

You have stated that you consider the navigation laws beneficial if they were relaxed in respect to articles coming from Europe; do you mean to apply that to the produce of Europe?—I mean to apply it to all produce by British vessels: there is no law at present in operation which prevents the importation by a British ship from Europe of European produce, with the exception of the articles enumerated in the 13 & 14 Charles II, as applicable to the importation from the Netherlands and Germany, subject to the exception in the act of the 6 Geo. I, c. 15.

Do you conceive that the difficulties with respect to the port of London are confined to the London Dock?—The difficulties in point of regulations and restrictions in the port of London, are in some measure general; but the charges and excessive expenses are in a great measure attributable to the monopolies which exist under the Dock charters, by which also particular branches of trade are confined to the Docks, and certain goods compelled to be discharged there, and subject to charges in many instances 50 per cent. higher than they would be, if the importers had the liberty of landing their cargoes elsewhere.

When you apply for a drawback on any article you wish to export, are you not obliged to enter into a bond and debenture?—Certainly, into a bond; the debenture is the document by which the bounty or drawback is receivable.

Is the charge on this bond and debenture the same in all cases?—There is some little difference in the charge, according to the department in which the bond is taken; some are taken by the Excise, and some are taken by the Customs.

What is the substance of this bond?—The substance of the bond is, that the party undertakes to export the goods therein described to the port to which the goods are bound, and that they shall not be reloaded within the country; that the parties shall produce within a certain time a certificate signed by the British consul or other competent authority, that the goods have been so landed at the port of their destination, upon which the bond is cancelled.

What proportion does the bond bear to the value of the goods?—The expense of the bond itself, as well as the debenture, is not regulated by the value of the goods, but by the distinct number of operations, or quality of the goods; as for instance, the expenses of the debenture and the bond on goods of the value of £. 100, are in many instances the same as on goods of £. 2,000 value.

Is the expense of the bond always the same?—Precisely the same, only the stamp varies. The amount of the penalty of the bond is varied according to the value; but with the exception of the stamp the expense is precisely the same.

What proportion of the expense is the stamp?—The expense of the stamp is according to a scale under the Stamp Act.

What is the lowest stamp?—I have no immediate recollection, but I think 10s. is the lowest sum, and highest, I believe, 35s.

What is the general charge?—The general charge of debenture, bond, &c. may be from 4*l.* to 5*l.*

What proportion does the penalty bear to the amount of the goods?—They generally insert twice the value.

Upon the exportation of small parcels of goods, is it ever worth while to apply for the drawback?—If the amount of the drawback exceeds the amount of the expense, it will be to the advantage of the party to apply for it, but it seldom happens that the export of any kind of goods as merchandize takes place, on which the amount of drawback or bounty will not exceed the amount of the expenses attending

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attending the claim; there are instances undoubtedly where the parties do not apply, but they are very rare, as in cases where the quantity exported is very small, and may be for private use, or for some local object, and not for the immediate purposes of trade.

What amount of drawback would cover the expenses of obtaining it?—From 6*l.* to 10*l.* would in any case cover the expenses, taking them altogether.

[The Witness is directed to withdraw.]

John Gowen, Esquire,

Is called in; and Examined, as follows :

*John Gowen,
Esq.*

IN what line of business are you engaged?—That of a Wine and Spirit Broker.

How long have you been engaged in the Wine trade?—Fourteen years.

In the Wine trade of any particular description, or the growth of any particular countries?—Wines generally.

During the period of your acquaintance with the trade, have you observed any considerable variation in the demand for Wine in this country?—I think within the last five or six years, the demand has certainly decreased for home consumption.

To what circumstance do you attribute that?—I attribute it in some degree to the excess of duty.

The last duty was imposed in the year 1815; did a considerable diminution of consumption follow that increase of duty?—I believe there did: I am more particularly engaged in the exportation of Wines, than in the landing of them, principally Foreign trade, and that has very materially declined.

To what circumstance do you particularly attribute the decline of the exportation?—Principally to the very heavy port charges; to our not being able to export, from the excess of charge, and consequently, we have not the Wine here to export.

Have those port charges been materially increased of late years?—The port charges are not increased, but the price of Wine has decreased; and consequently the charge on the Wine has become much more serious. Wine, which during the war, it would have cost us from 10*l.* to 12*l.* a hogshead to import, we can now buy in Bourdeaux for 40*s.*

Has there been any other reason for the diminution of the export, besides that to which you have alluded?—I am not aware that there has; upon Wine of 30*s.* or 40*s.* a hogshead, the port charges are 14*s.* or 15*s.* a hogshead.

Do you conceive that any diminution in the duties upon French Wine would, under the present circumstances of the trade, lead to a considerably increased consumption in this country?—I should very much doubt whether it would.

Upon what do you found that doubt?—In the first place, from the first cost of fine Wines on the other side; Wines that cost in Bourdeaux 50*l.* or 60*l.* a hogshead, for the consumption of this country, are taken readily off at a high price; and Wines of 30*l.* or 40*l.* a hogshead cost in Bourdeaux, when brought here will not sell for 20*l.*; therefore, with the reduced price, we have not an increased consumption for that class of Wine: if the duties were decreased materially, I doubt whether the importation price would be decreased at all upon that class of Wines.

Do you conceive that a diminution of duty might bring other and lighter Wines into demand?—I am not of opinion that it would: there is no doubt it would, in a degree, increase the consumption, but I think not in a material degree.

Were you engaged in the Wine trade about the year 1809?—Yes.

It appears, from the accounts before the Committee, that an importation took place in that year very far beyond the years immediately preceding or following it; how do you account for that circumstance?—I rather think it was during the licence system; I think our stock of ordinary Wines in the London Docks was equal to 30 or 40,000 hogsheads during that period, and since that period I have not known the stock to be more than 5 or 6,000; and that description of Wine was subject to the port charges it is now subject to: it cannot now bear so heavy a charge; and particularly if, by accident, a leakage takes place in bond, there is a charge of 11*s.* 8*d.* per gallon, which is the amount of the Excise and Customs duty upon it. I believe, during the last year, there were not less than twenty or thirty cargoes of ordinary Wines sent from Cette to Guernsey and Jersey, and afterwards exported to the Brazils: there is a very large demand for the Brazils, and we are entirely excluded from that market now: during the war we enjoyed a portion of that; a charge of 5 per cent. was not felt; but we must now charge 40 or 50 per cent.

It

John Gowen,
Esq.

(16 May 1821.)

It appears, from accounts before the Committee, that a very great increase in the consumption of French Wine immediately followed the conclusion of the commercial treaty in 1787, in consequence of which a reduction of duty took place; upon what ground do you suppose that a reduction of duty to the same extent taking place at this moment would not be attended with a similar effect?—I have no reason to suppose otherwise than that the quantity of fine Wine grown in France would not be equal to the demand. The Wine merchant would be enabled to sell French Wine at a much lower price, but it must be of inferior quality, and that inferior description of quality would not find consumption after it was known. I doubt whether a gentleman who bought his French Wines at 40s. a dozen, instead of 80s. would continue to drink French Wines. The demand must be greater than the state of cultivation in France would supply; there would be an immediate demand from the circumstance of the French Wines being sold at so much lower a price, but I think it would not continue, in consequence of the impossibility of supplying it good; there are not more than 2,000 to 2,500, hogsheads grown in France of the first quality; and even now, I have no doubt, there are at least 5 or 6,000 hogsheads sent into consumption, that is, as Wine of that growth; and a reduction in the duties of French Wine would only encourage a Wine merchant to recommend Wine as being of the first qualities, that really is not of those qualities.

Do you deal in Wines of all qualities?—Yes, more particularly in inferior Wines.

Do you not conceive that a taste for French Wines might be created amongst those who do not now drink French Wines, provided they could be brought in at an inferior price?—I should doubt that; the light description of Port Wines is considered too light for the drinkers in this country; they like stout Port Wine, and light Port Wine is stronger than the best descriptions of French Wines. I should doubt, therefore, the demand being continued after the novelty of it ceased; I should be enabled to sell a larger quantity immediately, but I should doubt its continuing.

What proportion, in value, of the French Wines sold in this country for home consumption, is of a finer quality?—I should think two-thirds of a finer description in quantity, four hogsheads of fine Wine to one of ordinary. I am not aware of the precise quantity on which duty is paid; I have no doubt there are more hogsheads paid duty upon than are grown in France.

Has that proportion, between the finer and the ordinary descriptions of Wine, continued the same ever since you have been acquainted with the trade?—I think it has; the taste for French Wines is sometimes more general, and that has brought into consumption a greater quantity of ordinary Wine; and that description of consumption has continued.

Has the consumption of ordinary French Wine increased or diminished of late years?—I think it has increased; I have, in some years, exported two or three thousand hogsheads of Wine; in the last year I have not exported a single hogshead.

Can you state, when the re-exportation of Wine was at its highest, what proportion it bore to the importation?—I cannot.

Has the exportation to India diminished considerably?—The exportation to India has diminished considerably.

Do you believe that that arises from a decreased consumption, or that they find means of supplying themselves from other countries?—Not from any diminution of consumption, but that they supply themselves from other places: at Antwerp there is a considerable establishment; the Wine is sent from Bourdeaux bottled, and shipped from those places for at least 20 per cent. less than we could ship it here; and at Amsterdam also.

Do you conceive, that from improved regulations in our ports, that branch of trade might be recovered?—I think not only recovered, but very much extended. The demand for India, I believe, is greater than was almost ever known; and, if we were enabled to compete with other ports, capitalists here would be induced to embark in that trade, that will not embark their capital in shipping it from other ports.

You think that object might be effected solely by an alteration in port charges and regulations, without any alteration of the present system of duties and drawbacks, as far as the revenue is concerned?—Not exactly without a regulation in duties and drawbacks. We are under the necessity now, in exporting Wine from

John Gowen,
Esq.

(16 May 1821.)

this country, to pay the duty; if we export to India, bottle it, and receive the drawback; and by that operation we lose from 5 to 10 per cent. We cannot ship from our own stocks, Wine, and receive the drawback, without bottling it; from some regulation made within the last three or four months, we are obliged to be at the expense of bottling, and lose about 10 per cent. by the drawback. If we were enabled to import Wine, and ship it from the Docks in cask or bottles, without any charge on the part of the revenue, and warehouse it at a less port charge, we certainly should have a very considerable trade: that would also apply to Spanish Wines. Of Catalonia Red Wine, many thousand pipes are shipped to the Brazils, that would be shipped from this market, if the charges were reasonable. A pipe of that description of Wine, in Spain, costs about 6*l.* and if we brought it to this port, the London Dock charge would be a guinea, the orphan's dues half a crown, and if it remained more than three months in bond, it would be subject to 6*d.* a week, and also to 7*s.* 7*d.* a gallon on all the leakage which took place; that it would not be too high, if we estimated it at 30 or 40 per cent. upon the first cost of that description of Wine. I have been in the habit of shipping some hundreds of pipes in some years, but we have not a hundred pipes a year imported now, unless with a view of supplying a government contract. That Wine during the war we have sold at 45*l.* and 46*l.* a tun, the price is now about 12*l.* and subject to the same charges it was then subject to. This regulation applies also to Spirits in the same way; we are not able to import ordinary Brandy from Naples or from Spain; a puncheon of that description of Brandy is now worth about 10*l.*; the dock charges are the same, and the duty upon a gallon of Brandy is at about 19*s.* There is another description of Spirits, Arrack; a great quantity of that has been lately imported from Ceylon; that is a Spirit made from the Cocoa-nut; the price at which we are selling it is 18*d.* a gallon, not more than 8*l.* or 9*l.* a puncheon, also subject to a guinea dock charges, and to a duty of upwards of 20*s.* a gallon on the loss; if we keep a puncheon of that Spirit here a year, the chance is that we lose a gallon or two in quantity, and one or two per cent. in strength; we pay a duty on the strength in the same way as we do upon the loss of quantity. We can scarcely compete with any port, in consequence of the heavy charges on low Wines and Spirits: a Foreigner will not now send his Wines or Spirits to this country, because they are subject to a charge of 30 or 40 per cent. upon the first cost; there is scarcely an instance of the charge made being so little as 30 per cent. for a year, and that is much more than the merchant looks to, in the ordinary course, as profit.

You mentioned, that you thought there had been some little increase made in the consumption of the inferior Wines since the peace; do you not think that that increase may be expected to continue?—I think it will not continue; the class of persons who now consume, at the high duty, would no doubt continue to consume at a low duty; but I doubt whether the consumption would increase so much as is generally anticipated, from the circumstance of the fine Wine not being grown of the description of Wine that is consumed and that is generally admired in this country.

Does the consumption of taverns consist of inferior Wines?—Almost entirely.

If the price of Wine at taverns should be very materially reduced, do you not apprehend that it would operate upon the consumption?—I think it would; because the gentlemen who dine at taverns would drink three bottles at the price they do two, and the consumption perhaps would be increased from that circumstance alone; a great many persons who do not drink French Wines at taverns, and who confine themselves to Port, would perhaps drink French Wines if they could purchase them cheaper.

Are you aware of any obstacle to the increased consumption of the inferior sort of French Wines, arising from the nature of the Wines themselves?—Not any, except my opinion as to the taste of this country being in general in favour of strong Wines. I have observed that Port Wine is seldom strong enough for consumption here.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Friday next, one o'clock.

Die Luna, 21^o Maii, 1821.

The MARQUESS OF LANSDOWNE in the Chair.

John Wilde, Esquire,

Is called in; and Examined, as follows:

WHAT is your business?—A Wine and Spirit Broker.

How long have you been engaged in business?—About seventeen years.

During that period, have you observed any remarkable alteration or fluctuation in the demand for Foreign Wines and Spirits?—Certainly.

State to the Committee the principal fluctuations you have had occasion to observe, and as far as you are enabled to do so, the causes of them?—It is impossible to state the particular instances; it would be very easy for me to place before your Lordships, documents to show both the imports and consumption; the cause that has affected the home consumption in a great measure is, I think, agricultural distress, for the real consumers of Port Wine (on which the greatest importation and consumption fall) have I think been farmers; we find now that more Spirits are consumed, and considerably less Wine; Spirits at present are very low in price, and in consequence of that we find there has been an increase in the consumption of Foreign Spirits for the last two or three years, but a decrease, and a very considerable one, in Wine.

You are aware that there has been a greater decrease in the *importation* of French Wine than of other Wines; state what you conceive to be the cause of that?—Formerly, the greater part of the French Wines brought here have been for exportation, not for home consumption.

What do you conceive to be the cause of the diminution of the *exportation* of French Wines from this country?—In the first instance, I should think the lower class of French Wines that come here are not able to bear the charges of the Dock Company; the North of Europe and America having been used to take the greater part of these Wines, can now get them direct at less expense; the bonding system also is a preventive to their coming here, *as it is now constituted*, because we are liable to the duties on *deficiency* while the Wines remain in the Dock; if they shrink or become deficient in any way, we are liable to the duties on such deficiency, and that duty is, in some instances, a sixth or seventh of the value of the Wine itself: for instance, at this period the lower kinds of French Wine are being sent from Bourdeaux to the North of Europe, America, and other places, at about 3*l.* and 4*l.* a hogshead; if the Wines were to come here, they would come under the *lowest* class of Wines introduced into the London Docks, and liable to the *highest* rate of charge. The charge for superintendence and consolidated rate upon arrival is 13 *s.* per hogshead; supposing they remain here only a short period, and there is one gallon loss upon the hogshead, the duty upon that will be 11 *s.* 6*d.* more, so that we should have to pay 24 *s.* 6*d.* for the three months, if, while they were here, they lost only one gallon, which is a considerable charge against Wine worth only 3*l.* and 4*l.* per hogshead; I conceive, therefore, that the bonding system requires revision, and that it might be divided under two distinct heads: Wines of high qualities to come here and be bonded either for consumption or foreign exportation for a limited period, which period should be kept to, and no indulgence whatever granted to the merchants upon it, except in very strong cases; and a bonding system to admit Wines to remain here *without limit* for exportation only, *and not liable to any charge for deficiency either for strength or quantity*. It is perfectly possible, according to the way in which the bonding system is carried on by the Excise now (though that may appear a paradox) to make a surplus and deficiency on the same Wines, and both chargeable with duty: thus, if fifty hogsheads of common French Wines are admitted, on landing they will require probably a quart each to fill them up, (and it is usual with those Wines, to preserve them, to fill them up), and consequently not taking more than one quart, though the allowance may appear to be a gallon; on adding up the sum total after forty-nine are filled up, there appears an increase of gallons by three quarts a hogshead; and upon that increase the Excise can charge a duty: if they

*John Wilde,
Esq.*

(21 May 1821.)

John Wilde,
Esq.

21 May 1810.

they remain here a length of time after such filling up, and are then exported, they are dipped by the Excise; from shrinkage, from the weather, or from other causes, they will not appear full, and this they call a deficiency, and will charge the duty upon such deficiency; so that upon the same Wines it is quite possible to pay the duty on a surplus and a deficiency; this upon low Wines, the value of them being very small, is *prohibitory*.

Are you of opinion that any diminution in the existing duties upon the importation of French Wines, would materially increase the consumption in this country?—If sufficient was taken off, I think the consumption would be increased; but I look upon it as a very hazardous question. *At present*, the great defalcation appears to be upon *Port Wine*. Certainly, looking to the returns which have been made, and from experience of what is passing in the business, French Wine has increased in consumption; and this I attribute to the Continent being open, and to persons getting a taste for French Wines from travelling: if sufficient duty was taken off, I think a considerably increased consumption might take place, particularly if it were possible to have the duty according to the value of the Wine, so as to introduce the lower classes of French Wines; this would cause a very large consumption of them; but as it respects the higher classes of French Wine, which are introduced into this country, and which are consumed by the higher classes of society, I do not think, unless a great part was taken off, that it would very materially increase the consumption.

Are you of opinion that there is at present any considerable consumption of the secondary class of French Wines in this country?—There is a consumption for the secondary class of French Wine in taverns and in the country; but generally speaking, the French Wines that are consumed are of the high class, by far the greater proportion is of the higher class. Another cause for the diminution of the duty on *Foreign Wines* (not French), may be traced to the introduction of Cape Wine at a low duty: it then becomes a question of policy, how far we should receive Wines at a low duty from the Cape when interfering with the revenue here, and when placed in competition with the quantity of manufactures taken in return for those Wines; also, the colony being our own, rendering us in some measure independent of other countries for a low White Wine. The Cape produces about 12,000 leagers (a cask of about 150 gallons) a year, speaking only of what comes into Cape Town, with the wastage, this may produce about 14,000 pipes; and the consumption of the colony may be about 6,000, the shipment to Saint Helena about 2,000, the remainder is for this country; and it is the *only staple* commodity that they have to give in return for our manufactures. Bills are now at a premium of 130 per cent; and it is found that the Cape requires about two-thirds more British manufactures than they can well afford to pay for.

Are you of opinion that Cape Wines are mixed with other White Wines?—I have not a doubt that Cape Wine is mixed with Sherry, and other Wines of that body, and consumed in this country; and by such mixing, the revenue loses the difference between the high and the low duty.

Do you think that is more the case with Cape Wines than with the English made Wines?—Certainly; there is not a doubt of that.

Are they more fit for the purpose?—I know very little of English made Wines, but I should think certainly, that Cape Wine could be sent into this country at a much less price than British made Wines; and the low price at which Cape Wine is, has induced many persons to take that description of Wine who might not otherwise have taken any.

Do you consider the Cape Wine to be improving in quality?—Not much.

Do the observations you have made respecting bonding Wines apply equally to bonding Spirits?—They do, and to a greater degree, in consequence of the deficiency of strength as well as of quantity.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Monday next, two o'clock.

APPENDIX.

LIST OF PAPERS.

SILK TRADE.

Letter.

- (A.)—An Account of the Quantities of Raw and Spun Silk imported into this Country; distinguishing each, and the Country from whence imported, for the last Twenty-one Years; distinguishing each Year - - - - - p. 58.

And also,

An Account of all Monies received at the Custom House on account of the Importation of Raw and Spun Silk, for the last Twenty-one Years; distinguishing each Year - p. 62.

- (B.)—N^o 1.—An Account of the Quantities of Manufactured Silks exported from this Country, distinguishing the Place to which the same shall have been taken, for the last Twenty-one Years; distinguishing each Year - - - - - p. 63.

N^o 2.—An Account of the Quantities of Silk, other than Manufactured Silk, exported from this Country, during the last Twenty-one Years - - - - - p. 69.

N^o 3.—An Account of all Money paid for Drawback upon the Exportation of Manufactured Silk for the last Twenty-one Years; distinguishing each Year - - - - - p. 73.

WINE TRADE:

- (C.)—An Account of the Importation of Wines of all descriptions, distinguishing the Countries from which they came, from the Year 1785 to the present time; distinguishing each Year - - - - - p. 74.

(D.)—An Account of all Wines re-exported from this Country, from the Year 1785 to the Year 1820, inclusive - - - - - p. 76.

(E.)—An Account of the Quantity of Foreign Wines which have paid the Duties of Excise, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and the amount of Duty in each Year (so far as relates to England) - - - - - p. 78.

(F.)—An Account of the Quantity of Foreign Wines upon which a Drawback has been paid, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and amount of Drawback in each Year (so far as relates to England) - - - - - p. 79.

(G.)—An Account of the Quantity of Home-made Wines which have paid the Duty of Excise for the last Fifteen Years; distinguishing the Quantity and Amount in each Year - p. 80.

(H.)—(Excise, Scotland.)—An Account of the Quantity of Home-made Wines which have paid the Duty of Excise for the last Fifteen Years; distinguishing the Quantity and amount of Duty in each Year - - - - - p. 81.

(I.)—(Excise, Scotland.)—An Account of the Quantity of Foreign Wines which have paid the Duties of Excise, and also of the Quantity upon which a Drawback has been paid, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and the amount of Duty or Drawback in each Year - - - - - p. 82.

(K.)—(Ireland.)—An Account of the Quantity of Home-made Wine which has paid the Duty of Excise, for the last Fifteen Years; distinguishing the Quantity and amount of Duty in each Year - - - - - p. 84.

(L.)—(Ireland.)—An Account of the Quantity of Foreign Wines which have paid the Duties of Excise, and also of the Quantity upon which a Drawback has been paid, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and the amount of Duty or Drawback in each Year - - - - - ibid.

(M.)—An Account of the Quantity of Foreign Wines which have paid the Duties of Customs, and also of the Quantity upon which a Drawback has been paid, from the Year 1785 to 1820, inclusive; distinguishing the Quantity and the amount of Duty or Drawback in each Year - - - - - p. 85.

Appendix (A.)

AN ACCOUNT of the Quantities of Raw and Spun Silk imported into this Country,
distinguishing

QUANTITY OF RAW AND THROWN SILK

COUNTRIES FROM WHENCE IMPORTED.						1800:	1801:	1802:
						lbs.	lbs.	lbs.
Raw Silk of Italy, Turkey, &c.:	Russia -	-	-	-	-	-	-	-
	Sweden -	-	-	-	-	-	-	-
	Denmark -	-	-	-	-	-	-	-
	Prussia -	-	-	-	-	-	-	-
	Germany -	-	-	-	-	116,616	192,421	159,360
	Holland -	-	-	-	-	-	-	21,367
	Flanders -	-	-	-	-	-	-	130
	France -	-	-	-	-	-	-	6,573 $\frac{1}{2}$
	Portugal -	-	-	-	-	170	-	-
	Spain -	-	-	-	-	556	646	900
	Gibraltar -	-	-	-	-	187	140	133
	Italy -	-	-	-	-	17,966	44,765	181,095
	Malta -	-	-	-	-	-	604	1,577
	Ionian Islands -	-	-	-	-	-	-	-
	Turkey -	-	-	-	-	22,273	16,895	672
	Ireland -	-	-	-	-	312	-	597
	Guernsey and Jersey -	-	-	-	-	-	266	-
	United States of America -	-	-	-	-	21	30	-
	Prize -	-	-	-	-	46	184	-
TOTAL of the preceding -						158,147	255,951	372,404 $\frac{1}{2}$
Bengal Raw Silk -						583,086	351,825	111,737
China Raw Silk -						92,385	131,335	75,588
TOTAL of Raw Silk imported -						833,618	739,111	559,729 $\frac{1}{2}$
Thrown Silk:	Russia -	-	-	-	-	-	-	50
	Sweden -	-	-	-	-	-	-	-
	Denmark -	-	-	-	-	-	-	-
	Prussia -	-	-	-	-	-	-	-
	Germany -	-	-	-	-	320,626	274,808	87,314
	Holland -	-	-	-	-	-	-	13,138
	Flanders -	-	-	-	-	-	-	1,171
	France -	-	-	-	-	-	-	3
	Portugal -	-	-	-	-	-	-	-
	Spain -	-	-	-	-	943	-	3,118
	Gibraltar -	-	-	-	-	568	-	-
	Italy -	-	-	-	-	11,580	341	291,416 $\frac{1}{2}$
	Malta -	-	-	-	-	-	-	-
	Turkey -	-	-	-	-	-	-	-
	Ireland -	-	-	-	-	-	-	-
	Guernsey and Jersey -	-	-	-	-	-	-	-
	Prize -	-	-	-	-	-	-	-
TOTAL of Thrown Silk imported -						333,717	275,149	396,210 $\frac{1}{2}$
TOTAL of Raw and Thrown Silk imported into Great Britain }						1,167,335	1,014,260	955,940

Appendix (A.)

distinguishing each, and the Country from whence imported, for the last Twenty-one Years ;
each Year.

IMPORTED INTO GREAT BRITAIN.

1803:	1804:	1805:	1806:	1807:	1808:	1809:
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
—	—	—	—	—	—	—
—	—	—	—	—	277	1,557
5,069	238,878	110,005	18,522	160,306	1	—
4,148	26,186	83,703	25,606	—	—	—
75,536	24,323	16,273	254,265	838	2,589	63,121
8,505	719	873	125	11,741	74,025	176,556
12,210	—	—	—	—	—	—
4,963	—	—	—	—	—	—
112	45	34	342	1,114	102	—
872	—	8	179	529	2,072	13,048
262	129	300	493	322	9,378	24,255
203,943	17,209	49,520	37,860	16,863	12,032	46,490
—	7,722	722	1,261	1,314	38,343	81,791
—	—	—	—	986	—	—
7,867	1,899	6,412	32,482	14,500	200	31,344
—	—	—	—	—	—	4,390
—	—	—	—	—	—	354
143	31	—	—	28	—	—
—	—	—	—	158	—	580
323,630	317,141	267,850	371,135	208,699	139,019	443,486
405,631	624,878	845,497	412,881	513,823	380,228	164,100
74,538	90,362	76,359	18,607	55,277	117,855	90,603
803,799	1,032,381	1,189,706	802,623	777,799	637,102	698,189
—	—	—	—	—	—	—
—	—	—	—	—	703	10,239
58,272	285,718	131,467 $\frac{1}{2}$	14,151	216,728	10	2
95	97,330	295,741	120,012	2	—	—
98,684	58,714	3,634	379,164	870	12,139	76,900
476	805	220	226	119,299	114,289	342,615
1,104	—	—	—	—	—	728
54,980	—	—	—	—	—	1,597
—	134	20	—	817	—	1,318
—	—	—	—	—	4,500	8,753
—	160	—	—	—	5,799	1,358
170,713	6,321	2,088	1,665	8,279	1,252	11,353
—	—	102	—	—	620	44,048
440	—	—	—	—	—	—
—	—	—	—	—	—	1,223
—	—	—	—	—	—	—
—	—	—	—	149	—	1,612
384,764	449,182	433,272 $\frac{1}{2}$	515,218	346,144	139,312	501,746
1,188,563	1,481,563	1,622,978 $\frac{1}{2}$	1,317,841	1,123,943	776,414	1,199,935

(continued)

Appendix (A.)—The ACCOUNT of the Quantities of Raw and

QUANTITY OF RAW AND THROWN SILK

COUNTRIES FROM WHENCE IMPORTED.							1810 :	1811 :	1812 :
							<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>
Raw Silk of Italy, Turkey, &c. :	Russia	-	-	-	-	-	174	-	62,805
	Sweden	-	-	-	-	-	329	2,000	13,231
	Denmark	-	-	-	-	-	40,585	2,767	14,946
	Prussia	-	-	-	-	-	-	-	1,836
	Germany	-	-	-	-	-	398,699	1,075	-
	Holland	-	-	-	-	-	1,554	-	-
	Flanders	-	-	-	-	-	-	-	-
	France	-	-	-	-	-	-	-	-
	Portugal	-	-	-	-	-	117	-	-
	Spain	-	-	-	-	-	54,064	8,802	147
	Gibraltar	-	-	-	-	-	26,211	5,042	14,697
	Italy	-	-	-	-	-	19,609	15,049	14,691
	Malta	-	-	-	-	-	82,023	22,177	56,917
	Ionian Islands	-	-	-	-	-	-	-	-
	Turkey	-	-	-	-	-	77,365	47,193	77,781
	Ireland	-	-	-	-	-	2,540	-	680
	Guernsey and Jersey	-	-	-	-	-	6,503	-	-
	United States of America	-	-	-	-	-	-	-	-
	Prize	-	-	-	-	-	-	2,141	-
	TOTAL of the preceding	-	-	-	-	-	709,773	106,246	257,731
Bengal Raw Silk							577,326	414,404	986,178
China Raw Silk							54,376	81,397	86,197
TOTAL of Raw Silk imported							1,341,475	602,047	1,330,106
Thrown Silk :	Russia	-	-	-	-	-	2,743	-	104,047
	Sweden	-	-	-	-	-	3,219	6,870	24,894
	Denmark	-	-	-	-	-	32,338	8,367	10,720
	Prussia	-	-	-	-	-	1,753	-	24,361
	Germany	-	-	-	-	-	402,184	499	76
	Holland	-	-	-	-	-	5,239	-	-
	Flanders	-	-	-	-	-	-	-	-
	France	-	-	-	-	-	-	-	423,517
	Portugal	-	-	-	-	-	-	-	-
	Spain	-	-	-	-	-	617	-	-
	Gibraltar	-	-	-	-	-	-	-	-
	Italy	-	-	-	-	-	350	-	496
	Malta	-	-	-	-	-	2,130	-	28,607
	Turkey	-	-	-	-	-	-	-	1,159
	Ireland	-	-	-	-	-	-	-	-
	Guernsey and Jersey	-	-	-	-	-	158	-	-
	Prize	-	-	-	-	-	-	4,600	8
TOTAL of Thrown Silk imported							450,731	20,336	617,885
TOTAL of Raw and Thrown Silk imported into Great Britain							179,206	622,383	1,947,991

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Spun Silk imported into this Country—continued.

IMPORTED INTO GREAT BRITAIN.

1814:	1815:	1816:	1817:	1818:	1819:	1820:
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
-	-	-	-	-	2	8
-	-	-	-	-	-	-
3,196	-	-	-	-	-	-
157	-	-	-	-	-	-
40,163	20,171	1,116	31,617	1,369	3,251	76,866
181,746	37,368	8,260	38,760	9,997	709	2,314
-	993	277	4,041	6,489	2,331	791
-	-	4,121	62,000	221,237 $\frac{1}{4}$	172,757	393,753 $\frac{1}{4}$
-	-	-	60	884	116	430
1,033	-	-	2	9,506	8	51
235	418	755	-	1,107	-	359
108,445	123,881	52,106	127,718	199,634 $\frac{1}{2}$	132,138	169,661 $\frac{1}{2}$
76,259	1,232	1,304	347	2,567	-	4,047
-	-	-	-	-	-	-
106,824	178,063	22,579	9,187	73,847 $\frac{1}{4}$	76,628	215,851
400	284	1,624	-	-	464	-
-	-	-	-	-	-	-
-	2,676	-	-	-	-	-
-	-	-	-	-	-	-
518,458	365,086	92,142	273,732	526,638 $\frac{1}{2}$	388,404	864,131 $\frac{1}{2}$
965,414	861,379	764,663	555,003	971,130 $\frac{1}{2}$	953,817	1,078,671
150,629	216,129	88,987	103,367	146,878	141,325	271,115
1,634,501	1,442,594	945,792	932,102	1,644,647	1,483,546	2,213,917 $\frac{3}{4}$
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
15,302	11,887	-	-	-	-	122
448,251	249,543	73,844	-	-	-	0 $\frac{7}{8}$
-	-	-	-	-	-	-
-	-	491	-	3 $\frac{1}{4}$	0 $\frac{11}{16}$	0 $\frac{19}{16}$
-	-	-	-	187	-	-
-	-	-	-	20,386	-	-
-	-	1,116	-	-	-	-
25,543	94,645	116,679	245,591 $\frac{1}{4}$	436,395	287,644 $\frac{14}{16}$	331,999 $\frac{3}{8}$
154,911	1,664	-	-	-	-	-
1,715	-	-	-	-	-	-
-	-	-	-	-	-	1,172 $\frac{1}{4}$
-	-	-	-	-	-	-
-	-	-	-	-	-	-
645,722	357,739	192,130	245,591 $\frac{1}{4}$	456,971 $\frac{1}{4}$	287,645 $\frac{2}{16}$	333,294 $\frac{7}{8}$
2,280,223	1,800,333	1,137,922	1,177,693 $\frac{1}{4}$	2,101,618 $\frac{1}{4}$	1,771,191 $\frac{2}{16}$	2,547,212 $\frac{1}{8}$

Note:—THE Records of the Year 1813 were destroyed by Fire.

WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (A.)

AN ACCOUNT of all Monies received at the Custom House on account of the Importation of Raw and Spun Silk, for the last Twenty-one Years; distinguishing each Year.

YEARS.	GROSS AMOUNT OF DUTIES RECEIVED ON RAW AND THROWN SILK IMPORTED INTO GREAT BRITAIN.									
	RAW SILK.								THROWN SILK.	TOTAL of Raw and Thrown Silk.
	Of Italy, Turkey, &c.	Bengal.	China.	TOTAL of Raw Silk.						
	£. s. d.	£. s. d.	£. s. d.	£. s. d.				£. s. d.	£. s. d.	
1800	- - 30,088 2 4	77,473 10 5	9,268 17 5	116,830 10 2				144,352 12 1	261,183 2 3	
1801	- - 46,989 3 3	81,982 1 1	17,310 8 4	146,281 12 8				116,995 11 7	263,277 4 3	
1802	- - 80,211 18 5	76,642 6 9	19,626 3 10	176,480 9 —				179,817 10 1	356,297 19 1	
1803	- - 73,721 19 —	46,290 13 7	17,613 6 10	137,625 19 5				189,230 13 8	326,856 13 1	
1804	- - 76,112 12 3	75,189 8 —	23,575 3 1	174,877 3 4				242,498 15 1	417,375 18 5	
1805	- - 68,360 9 7	91,361 6 —	23,539 13 —	183,261 8 7				248,103 3 9	431,364 12 4	
1806	- - 97,925 16 11	113,311 6 6	17,605 8 2	228,842 11 7				308,721 7 10	537,563 19 5	
1807	- - 54,566 5 2	137,391 13 11	11,049 6 8	203,007 5 9				211,772 6 2	414,779 11 11	
1808	- - 40,793 — 10	145,332 5 2	23,674 — 4	209,799 6 4				85,660 7 10	295,459 14 2	
1809	- - 118,556 11 11	112,357 19 5	21,230 6 3	252,144 17 7				305,527 15 7	557,672 13 2	
1810	- - 196,057 15 11	68,176 5 2	12,316 7 7	276,550 8 8				272,146 1 11	548,696 10 7	
1811	- - 29,842 17 7	109,401 9 8	28,515 6 3	167,759 13 6				18,005 11 1	185,765 4 7	
1812	- - 67,740 3 4	177,833 13 9	29,791 5 10	275,365 2 11				340,945 3 11	616,310 6 10	
1814	- - 125,873 — 9	205,750 3 1	29,146 13 1	360,769 16 11				419,002 3 9	779,772 — 8	
1815	- - 72,237 17 6	146,025 15 3	29,184 8 6	250,448 1 3				269,400 1 5	519,848 2 8	
1816	- - 39,850 11 9	131,968 — 5	26,769 2 2	198,587 14 4				141,998 6 1	340,586 — 5	
1817	- - 90,096 19 8	174,594 11 —	52,738 13 5	317,430 4 1				215,717 4 3	533,147 8 4	
1818	- - 119,611 9 7½	158,161 7 5	70,851 11 10	348,624 8 10½				280,589 8 7	629,213 17 5½	
1819	- - 114,509 8 2	179,986 7 1	42,822 6 9	337,318 2 —				221,090 12 10	558,408 14 10	
1820	- - 186,176 5 9	157,688 18 —	37,727 10 6	381,592 14 3				227,307 4 —	608,899 18 3	

Note:—THE Records of the Year 1813 were destroyed by Fire.

Custom House, London, }
18th May 1821.

WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (B.)

N^o 1.—AN ACCOUNT of the Quantities of Manufactured Silks exported from this Country, distinguishing the Place to which the same shall have been taken, for the last Twenty-one Years; distinguishing each Year.

YEARS.	VALUE ACCORDING TO THE OFFICIAL RATES.			VALUE AS DECLARED BY THE EXPORTERS.		
	Manufactures of Silk only.	Manufactures of Silk Mixed with other Materials.	TOTAL.	Manufactures of Silk only.	Manufactures of Silk Mixed with other Materials.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1800 - -	296,826 15 7					
1801 - -	280,482 2 5					
1802 - -	232,445 1 10					
1803 - -	154,545 15 2					
1804 - -	188,600 12 4					
1805 - -	200,168 3 1					
1806 - -	218,423 14 11					
1807 - -	203,113 1 9					
1808 - -	128,775 4 6					
1809 - -	190,177 10 11					
1810 - -	189,550 1 6					
1811 - -	137,324 14 8					
1812 - -	165,769 12 9					
1814 - -	184,687 15 2	34,709 16 10	219,397 12 —	423,242 4 9	201,507 2 5	624,749 7 2
1815 - -	220,794 8 2	36,632 13 9	257,427 1 11	489,834 11 10	203,123 5 5	692,957 17 3
1816 - -	161,119 10 8	30,717 3 2	191,836 13 10	379,535 2 9	158,629 11 2	538,164 13 11
1817 - -	158,219 16 4	30,097 17 11	188,317 14 3	329,181 16 7	153,575 1 3	482,756 17 10
1818 - -	174,859 — 1	38,602 19 1	213,461 19 2	376,058 — 10	217,473 5 1	593,531 5 11
1819 - -	143,625 10 7	34,842 8 —	178,467 18 7	275,234 6 8	189,135 16 5	464,370 3 1
1820 - -	121,391 13 9	43,311 11 4	164,703 5 1	252,194 — 2	211,531 — 2	463,725 — 4

*Note:—*THE destruction by Fire, at the commencement of the year 1814, of the Records of the Quantity of the several descriptions of British Silk Manufactured Goods exported from Great Britain, having rendered it impracticable to supply the statement thereof for the years previous to that period, this Table, exhibiting the comparative Value of British Manufactured Silks exported to all parts of the World, in each year, from 1800 to 1812 inclusive, is submitted to the House of Peers, in obedience to the above Order, as the best Account that now exists of the Export Trade in British Manufactured Silks during those years.

THE Account, in terms of the Order, for the Seven Years subsequent to the Fire, is exhibited on the following pages.

Custom House, London, }
23d May 1821.

WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (B. 1.)—AN ACCOUNT of the Quantities of Manufactured Silk exported from this Country, for the last Seven Years; distinguishing each Year, and the Place to which the same was exported.

Quantities of British Manufactured Silk, and of Silks mixed with other Materials, exported from Great Britain.

RIBBONS AND STUFFS OF SILK ONLY (including Gauze and Crapes.)

COUNTRIES		RIBBONS AND STUFFS OF SILK ONLY (including Gauze and Crapes.)						
To which Exported.		1814:	1815:	1816:	1817:	1818:	1819:	1820:
		lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
Russia	- - - -	58 -	12 3	96 -	92 13	43 -	59 8	182 8
Sweden	- - - -	30 8	2 -	—	—	—	—	—
Norway	- - - -	1 -	41 13	2 5	- 6	1 -	4 1	18 8
Denmark	- - - -	94 8	12 -	6 -	48 12	40 -	253 3	17 8
Prussia	- - - -	7 -	26 1	50 -	20 4	4 -	—	—
Germany	- - - -	331 -	465 4	244 8	460 10	817 13	328 -	126 4
Holland	- - - -	186 4	194 6	143 -	219 4	71 -	34 12	97 12
Flanders	- - - -	216 8	129 4	146 -	268 15	173 14	96 -	55 -
France	- - - -	14 4	- -	- -	20 12	—	—	—
Portugal, the Azores and Madeira	- - - -	2,050 12	1,245 1	851 11	300 14	359 14	629 5	317 -
Spain and the Canaries	- - - -	1,600 3	261 1	422 14	1,522 -	563 8	51 4	475 12
Gibraltar	- - - -	1,203 13	1,049 3	893 13	708 5	448 -	128 13	64 4
Italy	- - - -	107 -	26 -	38 4	152 5	42 8	32 8	—
Malta	- - - -	70 -	20 -	- -	8 -	- -	10 12	- 4
Turkey, and the Levant	- - - -	- -	- -	- -	- -	- -	- -	11 -
Asia, all parts of	- - - -	1,265 12	2,107 4	2,647 10	4,277 15	1,829 2	531 8	2,255 9
Cape of Good Hope	- - - -	1,408 11	830 3	798 14	1,084 13	1,117 4	895 1	1,404 1
Africa, other parts of	- - - -	9 6	43 -	45 4	95 8	73 8	65 -	45 -
United States of America	- - - -	- -	8,324 14	6,626 11	4,900 6	1,813 11	2,503 -	2,665 14
Foreign West India Islands	- - - -	665 14	1,026 4	202 2	110 -	391 2	316 11	302 6
The Brazils	- - - -	2,177 2	734 -	1,455 10	886 11	1,240 5	1,197 13	1,257 7
Spanish Colonies on Conti- nent of America	- - - -	266 6	167 4	304 -	218 15	596 2	170 5	794 -
British Provinces, &c. in North America	- - - -	11,568 8	15,452 8	13,092 5	4,204 3	4,180 2	6,832 7	5,932 5
British West Indies	- - - -	5,897 6	6,432 8	4,225 11	5,583 9	6,242 5	5,401 4	4,480 14
Ireland	- - - -	15,326 -	10,464 9	8,923 3	11,671 8	13,241 4	14,959 13	14,209 8
Isle of Man	- - - -	22 -	33 10	60 -	- -	4 6	14 2	3 -
Isles Guernsey, Jersey and Alderney	- - - -	370 15	458 1	303 2	229 13	424 1	720 10	544 10
TOTAL Quantities exported		44,948 12	49,558 5	41,578 15	37,086 9	33,717 13	35,235 12	35,260 6

Appendix (B. 1.)—The Account of the Quantities of Manufactured Silk exported, &c.—continued.

Quantities of British Manufactured Silks, and of Silk mixed with other Materials, exported from Great Britain.

COUNTRIES To which Exported.	STOCKINGS, GLOVES, FRINGES, LACES, AND STITCHING OR SEWING SILK.						
	1814:	1815:	1816:	1817:	1818:	1819:	1820:
	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
Russia - - - - -	247 -	644 -	132 8	667 9	304 -	101 -	367 8
Sweden - - - - -	69 -	4 4	7 -	2 -	-	-	-
Norway - - - - -	2 8	12 6	- -	1 -	4 10	3 14	2 8
Denmark - - - - -	88 12	23 -	- -	42 12	16 -	- -	36 -
Prussia - - - - -	3 -	25 8	8 8	-	-	-	-
Germany - - - - -	109 -	74 -	149 8	418 8	29 -	82 -	45 -
Holland - - - - -	1,296 8	73 4	44 4	24 -	10 12	54 -	33 -
Flanders - - - - -	91 4	69 10	32 -	76 4	16 4	37 -	12 -
France - - - - -	24 12	56 -	6 -	- -	5 -	10 8	28 -
Portugal, the Azores and Madeira - - - - -	1,712 5	987 12	1,506 9	928 3	704 2	1,600 6	456 10
Spain and the Canaries - -	4,693 -	4,422 12	3,983 2	4,341 8	3,131 5	2,637 4	2,493 -
Gibraltar - - - - -	517 8	559 8	892 8	408 12	266 13	172 -	292 12
Italy - - - - -	300 4	18 8	40 -	4 8	62 -	33 -	7 -
Malta - - - - -	319 8	56 -	12 -	1 7	32 -	-	-
Turkey and the Levant - -	20 8	- -	3 -	3 -	2 -	-	-
Asia, all parts of - - -	1,175 12	1,459 -	1,370 12	2,271 2	1,641 2	501 13	925 15
Cape of Good Hope - - -	500 4	276 4	281 14	267 11	508 -	693 14	652 15
Africa, other parts of - -	- -	- -	- -	23 -	8 -	8 -	10 -
United States of America -	- -	33,165 10	21,581 1	26,124 8	32,977 4	17,268 15	8,238 4
Foreign West India Islands -	1,182 6	866 14	864 8	286 12	881 1	838 10	228 17
The Brazils - - - - -	4,278 3	1,433 12	2,254 12	1,666 4	2,873 2	2,502 4	3,474 5
Spanish Colonies on Conti- nent of America - - -	763 11	3,420 14	720 13	954 4	1,551 13	386 7	2,963 14
British Provinces, &c. in North America - - - - -	29,770 9	12,831 10	5,200 4	2,376 2	1,807 3	2,899 1	3,144 11
British West Indies - - -	5,675 10	10,437 4	5,090 6	6,449 10	10,413 13	6,206 3	4,084 11
Ireland - - - - -	9,186 3	6,837 10	6,854 11	6,169 5	9,101 7	9,982 7	6,236 11
Isle of Man - - - - -	4 -	- -	- -	8 -	-	-	-
Isles Guernsey, Jersey and Alderney - - - - -	248 3	293 5	328 4	334 10	443 12	321 8	438 -
TOTAL Quantities exported -	62,279 10	78,048 11	51,364 4	53,950 11	66,790 7	46,340 2	34,171 13

Appendix (B. 1.)—*The ACCOUNT of the Quantities of Manufactured Silk exported, &c.—continued.*

Quantities of British Manufactured Silks, and of Silk mixed with other Materials, exported from Great Britain.

COUNTRIES To which Exported.	STUFFS OF SILK MIXED WITH INCLE OR COTTON.							
	1814:	1815:	1816:	1817:	1818:	1819:	1820:	
	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
Russia - - - -	610 -	1,089 -	807 8	294 -	- -	400 -	1,886 12	
Sweden - - - -	267 -	664 -	- -	- -	- -	- -	16 -	
Norway - - - -	4 -	263 15	5 8	2 12	1 -	10 4	18 -	
Denmark - - - -	378 -	107 8	365 8	- -	8 -	23 -	20 -	
Prussia - - - -	536 8	532 -	5 -	- -	104 8	33 4	—	
Germany - - - -	925 -	1,652 14	1,916 14	3,979 3	9,729 -	9,594 5	12,143 -	
Holland - - - -	762 8	588 -	271 -	356 -	741 8	1,133 -	1,117 -	
Flanders - - - -	1,089 -	953 -	578 8	306 8	547 -	583 -	541 -	
France - - - -	73 -	70 -	60 -	- -	- -	28 -	40 -	
Portugal, the Azores and Madeira - - - -	4,775 10	3,939 -	2,719 12	529 14	191 8	336 -	5 8	
Spain and the Canaries -	5,955 12	2,687 -	1,759 8	334 -	120 -	12 -	159 -	
Gibraltar - - - -	417 -	837 8	1,098 -	413 8	91 -	111 12	232 8	
Italy - - - -	2,294 -	105 -	20 -	182 14	350 -	218 11	130 8	
Malta - - - -	304 -	62 -	99 -	60 -	5 -	75 -	—	
Turkey, and the Levant -	337 12	350 -	50 -	55 -	320 -	500 -	—	
Asia, all parts of - -	265 -	545 -	270 -	248 12	529 14	51 2	510 12	
Cape of Good Hope - -	327 -	70 4	204 -	1,471 -	323 -	152 -	88 4	
Africa, other parts of -	- -	2 -	40 -	- -	25 -	—	—	
United States of America -	- -	19,725 -	19,946 9	10,364 11	5,460 11	3,371 3	393 6	
Foreign West India Islands -	555 -	1,037 4	135 -	121 8	140 13	150 -	35 -	
The Brazils - - - -	1,161 2	663 12	648 -	417 14	3,701 7	585 -	384 7	
Spanish Colonies on Continent of America - - - -	228 -	482 -	1,065 -	2,030 8	2,176 -	1,126 -	1,705 10	
British Provinces, &c. in North America - - - -	5,300 15	5,518 4	2,192 11	438 1	527 8	697 10	393 6	
British West Indies - -	3,347 14	3,562 8	2,973 5	2,496 14	2,325 1	955 7	413 13	
Ireland - - - -	2,178 10	1,452 14	1,006 15	1,537 5	5,359 1	3,859 10	3,239 14	
Isle of Man - - - -	15 -	—	—	—	—	—	—	
Isles Guernsey, Jersey and Alderney - - - -	13 12	25 6	24 6	9 1	49 11	34 8	131 2	
TOTAL Quantities exported -	32,121 7	46,985 1	38,262 -	25,702 5	32,826 10	24,040 12	23,604 14	

Appendix (B. 1.)—The Account of the Quantities of Manufactured Silk exported, &c.—continued.

Quantities of British Manufactured Silks, and of Silk mixed with other Materials, exported from Great Britain.

COUNTRIES To which Exported.	STUFFS OF SILK AND WORSTED.									
	1814:		1815:		1816:		1817:		1818:	
	lbs.	oz.	lbs.	oz.	lbs.	oz.	lbs.	oz.	lbs.	oz.
Russia - - - -	230	-	1,230	-	673	-	3,605	13	4,627	-
Sweden - - - -	320	-	251	-	-	-	-	-	-	-
Norway - - - -	-	-	34	-	14	8	-	-	168	-
Denmark - - - -	11	8	205	-	174	-	1,460	-	80	-
Prussia - - - -	115	-	192	-	85	-	372	-	532	-
Germany - - - -	1,523	-	1,419	-	2,715	9	2,289	-	5,731	12
Holland - - - -	1,362	12	2,689	12	2,960	-	2,971	13	3,527	8
Flanders - - - -	578	-	271	-	367	-	382	-	173	-
France - - - -	48	-	72	-	2	-	-	-	14	-
Portugal, the Azores and Madeira - - - -	9,958	3	3,333	10	8,207	14	1,919	10	2,944	-
Spain and the Canaries - -	49,478	7	15,930	14	12,320	11	32,331	7	28,114	7
Gibraltar - - - -	14,241	12	4,874	-	1,718	-	3,964	2	4,482	-
Italy - - - -	108	-	542	-	68	-	203	-	370	-
Malta - - - -	158	12	293	-	455	12	-	-	5	-
Turkey, and the Levant - -	-	-	-	-	6	-	60	-	965	-
Asia, all parts of - - -	314	-	339	8	263	-	829	4	449	12
Cape of Good Hope - - -	36	-	56	4	248	4	482	-	67	8
Africa, other parts of - -	4	-	-	-	-	-	-	-	-	-
United States of America -	-	-	37,735	1	19,630	1	9,176	-	13,854	4
Foreign West India Islands -	3,269	-	3,621	6	3,484	4	1,594	4	3,315	-
The Brazils - - - -	1,791	-	1,380	-	3,274	-	216	-	781	-
Spanish Colonies on Continent of America - - - -	1,928	-	1,774	-	2,599	9	2,410	-	3,359	6
British Provinces, &c. in North America - - - -	2,849	8	4,517	15	3,207	5	994	2	1,275	15
British West Indies - - -	5,650	-	7,093	2	3,268	6	6,192	11	12,731	11
Ireland - - - -	7,992	10	6,193	11	7,737	5	12,601	3	19,903	13
Isle of Man - - - -	2	-	10	-	-	-	25	-	3	-
Isles Guernsey, Jersey and Alderney - - - -	441	-	551	3	389	8	492	6	1,362	14
TOTAL Quantities exported -	102,410	8	94,609	6	73,869	-	84,571	11	107,867	14

(continued.)

Appendix (B. 1.)—The ACCOUNT of the Quantities of Manufactured Silk exported, &c.—*continued.*

Quantities of British Manufactured Silks, and of Silk mixed with other Materials, exported from Great Britain.

COUNTRIES To which Exported.	SILK, AND RIBBONS OF SILK, MIXED WITH GOLD AND SILVER.						
	1814:	1815:	1816:	1817:	1818:	1819:	1820:
	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
Portugal, the Azores and } Madeira - - - - }	3 -	- -	- -	- -	10 -	- -	- -
Spain and the Canaries - -	- -	2 10	- -	- -	- -	- -	- -
Gibraltar - - - - -	- -	2 12	- -	- -	- -	- -	- -
Asia, all parts of - - -	- -	- 10	- -	1 4	2 4	- 14	- -
Cape of Good Hope - - -	22 9	- -	13 -	- -	- -	- -	- -
Africa, other parts of - -	- -	- 6	- -	- -	- -	- -	- -
Foreign West India Islands -	- -	9 12	- -	- -	200 -	- -	- -
The Brazils - - - - -	8 10	- -	- -	- 12	- -	7 -	- -
British Provinces, &c. in North } America - - - - }	21 14	1 9	- 6	- 14	- -	- -	- -
British West Indies - - -	- -	- -	20 -	2 -	- -	6 -	- -
Ireland - - - - -	22 11	25 2	12 -	10 9	40 4	30 4	3 2
TOTAL Quantities exported	78 12	42 13	45 6	15 7	252 8	44 2	3 2

COUNTRIES To which Exported.	STUFFS OF SILK AND GROGRAM YARN.						
	1814:	1815:	1816:	1817:	1818:	1819:	1820:
	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
Flanders - - - - -	- -	2 4	- -	- -	- -	- -	- -
British Provinces in North } America - - - - }	7 8	16 -	24 -	- -	- -	- -	- -
British West Indies - - -	- -	- -	104 1	- -	- -	- -	- -
Ireland - - - - -	283 -	213 -	26 -	214 14	- -	4 8	2 8
Isles Guernsey, Jersey, and } Alderney - - - - }	- -	- 10	9 4	- -	8 2	- -	- -
TOTAL Quantities exported	290 8	231 14	163 5	214 14	8 2	4 8	2 8

COUNTRIES To which Exported.	SPUN SILK YARN.						
	1814:	1815:	1816:	1817:	1818:	1819:	1820:
	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
France - - - - -	- -	- -	- -	- -	- -	1,700 -	761 8
TOTAL Quantities exported	- -	- -	- -	- -	- -	1,700 -	761 8

Custom House, London, }
23d May 1821.WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (B. 2.)

AN ACCOUNT of the Quantities of Silk, other than Manufactured Silk, exported from this Country for the last Twenty-one Years; distinguishing the Place to which the same shall have been taken, and distinguishing each Year.

QUANTITIES OF RAW AND THROWN SILK EXPORTED FROM GREAT BRITAIN.

COUNTRIES To which Exported.	1800:	1801:	1802:	1803:	1804:	1805:	1806:	1807:	1808:	1809:
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Bengal Raw Silk:										
Russia - -	2,716	1,028	1,508	-	2,766	428	4,550	5,022	-	-
Sweden - -	-	-	-	-	-	-	-	-	-	-
Denmark - -	-	-	-	-	862	-	-	-	-	-
Prussia - -	-	-	-	-	3,646	5,583	-	-	-	-
Germany - -	-	300	1,123	436	-	-	-	-	-	-
Holland - -	-	851	294	-	4,788	-	-	-	-	-
Flanders - -	-	-	294	-	-	-	-	-	-	-
France - -	-	-	-	-	-	-	-	-	-	-
Portugal - -	147	-	-	-	-	-	-	-	-	-
Spain - -	-	-	-	569	-	-	-	-	-	-
Gibraltar - -	-	-	-	5,016	300	-	-	1,205	-	-
Italy - -	-	-	304	-	-	-	-	-	-	-
Africa - -	-	-	679	-	-	604	-	2,113	-	-
Ireland - -	20,250	19,658	24,428	7,727	32,330	15,285	13,175	18,104	22,104	10,483
TOTAL of Bengal Raw Silk - -	23,113	21,837	28,630	13,748	44,692	21,900	17,725	26,444	22,104	10,483
China Raw Silk:										
Sweden - -	-	-	-	-	-	-	-	-	191	-
Denmark - -	10	-	-	-	199	198	-	-	-	-
Prussia - -	-	-	-	193	299	-	-	-	-	-
Germany - -	-	974	341	-	-	-	101	-	-	-
Holland - -	-	-	-	-	-	-	-	-	-	-
Flanders - -	-	-	-	-	-	-	-	-	-	-
France - -	-	-	97	-	-	-	-	-	-	-
Spain - -	-	-	30	-	-	-	-	-	-	-
Italy - -	-	-	-	96	-	-	-	-	-	-
United States of America } - -	-	-	-	122	-	-	-	-	-	-
Foreign West Indies } - -	-	40	-	-	-	-	-	-	-	-
Ireland - -	1,266	2,857	3,343	3,963	3,982	3,743	802	1,481	3,652	3,708
TOTAL of China Raw Silk - -	1,276	3,871	3,811	4,374	4,480	3,941	903	1,481	3,843	3,708
Italian and Turkey Raw Silk:										
Sweden - -	-	-	-	-	-	-	-	-	-	-
Germany - -	158	167	-	-	-	-	108	-	-	-
Holland - -	-	-	-	-	-	-	-	-	-	-
Flanders - -	-	-	-	-	-	-	-	-	-	-
France - -	-	-	-	-	-	-	-	-	-	-
Portugal - -	-	-	-	-	-	-	-	-	-	-
Gibraltar - -	-	-	-	-	-	1	-	-	-	746
Italy - -	-	-	-	-	-	-	-	-	-	-
Asia - -	-	-	-	-	-	-	-	-	-	-
Africa - -	-	-	-	669	-	-	74	-	-	-
United States of America } 30	-	-	-	-	-	-	-	-	-	-
Ireland - -	5,866	7,629	806	5,429	4,191	283	447	1,746	6,846	5,583
TOTAL of Italian & Turkey Raw Silk - -	6,054	7,796	806	6,098	4,191	284	629	1,746	6,846	6,329

Appendix (B. 2.)—*The Account of the Quantities of Silk, other than Manufactured, exported, &c.—continued.*

QUANTITIES OF RAW AND THROWN SILK EXPORTED FROM GREAT BRITAIN.

COUNTRIES To which Exported.		1810:	1811:	1812:	1814:	1815:	1816:	1817:	1818:	1819:	1820:
		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Bengal Raw Silk:	Russia - -	—	—	—	—	—	—	—	—	—	—
	Sweden - -	—	—	—	2,427	—	1,169	—	564	—	—
	Denmark - -	—	—	—	—	—	—	—	—	—	—
	Prussia - -	—	—	—	—	—	—	—	—	—	—
	Germany - -	—	—	—	197	41	1,652	2,976	442	654	—
	Holland - -	—	—	—	810	1,496	46,209	5,886	2,308	1,649	—
	Flanders - -	—	—	—	151	4,792	79,856	10,949	3,392	18,071	468
	France - -	—	—	—	—	27,975	93,227	28,368	11,542	1,453	—
	Portugal - -	—	—	1,558	—	—	—	763	—	—	—
	Spain - -	—	—	—	—	—	—	—	—	—	—
	Gibraltar - -	—	—	—	449	—	—	—	—	—	—
	Italy - -	—	—	—	—	854	27,089	899	9,618	—	—
	Africa - -	—	—	—	2,456	—	—	150	—	—	—
	Ireland - -	2,840	4,806	19,936	11,631	7,970	19,695	14,300	19,498	22,043	10,699
TOTAL of Bengal Raw Silk - -		2,840	4,806	21,494	18,121	43,128	268,897	64,291	47,364	43,870	11,167
China Raw Silk:	Sweden - -	—	—	—	—	—	—	—	—	—	—
	Denmark - -	—	—	—	—	—	—	—	—	—	—
	Prussia - -	—	—	—	—	—	—	—	—	—	—
	Germany - -	291	—	—	—	—	100	99	198	—	—
	Holland - -	—	—	—	120	98	908	298	11	—	—
	Flanders - -	—	—	—	—	118	2,260	126	191	—	98
	France - -	—	—	—	296	8,238	8,204	1,294	25,245	—	—
	Spain - -	—	—	—	—	—	—	—	—	—	—
	Italy - -	—	—	—	—	118	97	—	1,824	—	—
	United States of America } - -	—	—	—	—	—	—	—	—	—	—
	Foreign West Indies } - -	—	—	—	—	—	—	—	—	—	—
	Ireland - -	1,346	1,193	3,319	1,789	719	1,886	4,128	6,691	2,935	1,130
TOTAL of China Raw Silk - -		1,637	1,193	3,319	2,205	9,291	13,455	5,945	34,160	2,935	1,228
Italian and Turkey Raw Silk:	Sweden - -	—	—	1,199	—	—	—	—	—	—	—
	Germany - -	—	33	—	—	—	—	—	—	—	—
	Holland - -	—	—	—	—	—	3,337	—	938	496	831
	Flanders - -	—	—	—	—	5,037	3,094	339	1,100	455	479
	France - -	—	—	—	—	26,339	1,339	3,179	11,132	—	1,119
	Portugal - -	—	203	—	3,094	—	—	—	9,323	5,218	—
	Gibraltar - -	—	—	—	—	—	—	—	—	—	674
	Italy - -	—	—	—	—	—	196	—	380	—	706
	Asia - -	—	—	—	—	—	—	—	—	—	28
	Africa - -	—	—	—	—	—	418	—	—	—	—
	United States of America } - -	—	—	—	—	—	—	—	—	—	—
	Ireland - -	18,757	22,380	13,867	9,300	10,177	9,518	909	5,505	5,685	4,223
TOTAL of Italian & Turkey Raw Silk		18,757	22,616	15,066	12,394	41,553	17,902	4,427	28,378	11,854	8,060

Appendix (B. 2.)—The ACCOUNT of the Quantities of Silk, other than Manufactured, exported, &c.—continued.

QUANTITIES OF RAW AND THROWN SILK EXPORTED FROM GREAT BRITAIN.

COUNTRIES To which Exported.		1800:	1801:	1802:	1803:	1804:	1805:	1806:	1807:	1808:	1809:
		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Total of Raw Silk:	Russia - -	2,716	1,028	1,508	-	2,766	428	4,550	5,022	—	—
	Sweden - -	-	-	-	-	-	-	-	-	191	—
	Denmark - -	10	-	-	-	1,061	198	—	—	—	—
	Prussia - -	-	-	-	193	3,945	5,583	—	—	—	—
	Germany - -	158	1,441	1,464	436	-	-	209	—	—	—
	Holland - -	-	851	294	-	4,788	—	—	—	—	—
	Flanders - -	-	-	294	—	—	—	—	—	—	—
	France - -	-	-	97	—	—	—	—	—	—	—
	Portugal - -	147	-	-	-	-	-	-	-	-	746
	Spain - -	-	-	30	569	—	—	—	—	—	—
	Gibraltar - -	-	-	-	5,016	300	1	-	1,205	—	—
	Italy - -	-	-	304	96	—	—	—	—	—	—
	Asia - -	—	—	—	—	—	—	—	—	—	—
	Africa - -	-	-	679	669	-	604	74	2,113	—	—
	United States } of America }	30	-	-	122	—	—	—	—	—	—
	Foreign West } Indies - - }	-	40	—	—	—	—	—	—	—	—
	Ireland - -	27,382	30,144	28,577	17,119	40,503	19,311	14,424	21,331	32,602	19,774
TOTAL of Raw Silk of all Sorts - -		30,443	33,504	33,247	24,220	53,363	26,125	19,257	29,671	32,793	20,520
Thrown Silk:	Russia - -	—	—	—	—	—	—	—	—	—	—
	Norway - -	—	—	—	—	—	—	—	—	—	—
	Germany - -	—	—	—	—	—	—	—	—	—	—
	Holland - -	—	—	—	—	—	—	—	—	—	—
	Flanders - -	—	—	—	—	—	—	—	—	—	—
	France - -	—	—	—	—	—	—	—	—	—	—
	Portugal - -	—	—	—	—	—	—	—	—	—	—
	Spain - -	—	—	—	—	—	—	—	—	—	—
	Italy - -	—	—	—	—	—	—	—	—	—	—
	British West } Indies - - }	-	138	—	—	—	—	—	—	—	—
	Ireland - -	31,239	27,164	36,033	19,346	73,959	68,935	52,081	58,623	21,805	47,782
TOTAL of Thrown Silk - - -		31,239	27,302	36,033	19,346	73,959	68,935	52,081	58,623	21,805	47,782
TOTAL of Raw and Thrown Silk exported from Great Britain -		61,682	60,806	69,280	43,566	127,322	95,060	71,338	88,294	54,593	68,302

(continued.)

Appendix (B. 2.)—*The ACCOUNT of the Quantities of Silk, other than Manufactured, exported, &c.—continued.*

QUANTITIES OF RAW AND THROWN SILK EXPORTED FROM GREAT BRITAIN.

COUNTRIES To which Exported.		1810:	1811:	1812:	1814:	1815:	1816:	1817:	1818:	1819:	1820:
		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Total of Raw Silk:	Russia - -	—	—	—	—	—	—	—	—	—	—
	Sweden - -	—	—	1,199	2,427	—	1,169	—	564	—	—
	Denmark - -	—	—	—	—	—	—	—	—	—	—
	Prussia - -	—	—	—	—	—	—	—	—	—	—
	Germany - -	291	33	—	197	41	1,752	3,075	640	654	—
	Holland - -	—	—	—	930	1,594	50,454	6,184	3,257	2,145	831
	Flanders - -	—	—	—	151	9,947	85,210	11,414	4,683	18,526	1,045
	France - -	—	—	—	296	62,552	102,770	32,841	47,919	1,453	1,119
	Portugal - -	—	203	1,558	3,094	—	—	763	9,323	5,218	—
	Spain - -	—	—	—	—	—	—	—	—	—	—
	Gibraltar - -	—	—	—	449	—	—	—	—	—	674
	Italy - -	—	—	—	—	972	27,382	899	11,822	—	706
	Asia - -	—	—	—	—	—	—	—	—	—	28
	Africa - -	—	—	—	2,456	—	418	150	—	—	—
	United States of America } - -	—	—	—	—	—	—	—	—	—	—
	Foreign West Indies - - } - -	—	—	—	—	—	—	—	—	—	—
	Ireland - -	22,943	28,379	37,122	22,720	18,866	31,099	19,337	31,694	30,663	16,052
TOTAL of Raw Silk of all Sorts - -		23,234	28,615	39,879	32,720	93,972	300,254	74,663	109,902	58,659	20,455
Thrown Silk:	Russia - -	—	—	—	—	—	2,762	—	3,016	1,064	4,820
	Norway - -	—	—	1	—	—	—	—	—	—	—
	Germany - -	—	—	—	—	—	—	—	—	112	—
	Holland - -	—	—	—	—	—	2,398	—	—	—	—
	Flanders - -	—	—	—	—	—	—	—	157	—	—
	France - -	—	—	—	—	—	—	—	618	—	—
	Portugal - -	1,940	3,395	5,548	1,870	—	—	397	367	1,522	—
	Spain - -	—	—	—	403	—	—	1,099	—	—	—
	Italy - -	—	—	—	—	—	335	—	187	—	—
	British West Indies - - } - -	—	—	—	—	—	—	—	—	—	—
	Ireland - -	48,061	27,286	80,778	58,441	51,658	46,072	19,704	30,780	49,441	7,184
TOTAL of Thrown Silk - - - -		50,001	30,681	86,327	60,714	51,658	51,567	21,200	35,125	52,139	12,004
TOTAL of Raw and Thrown Silk exported from Great Britain - -		73,235	59,296	126,206	93,434	145,630	351,821	95,863	145,027	110,798	32,459

Note:—THE Records of the year 1813 were destroyed by Fire.

Custom-House, London, }
23d May 1821.WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (B. 3.)

AN ACCOUNT of all Money paid for Drawback upon the Exportation of Manufactured Silk, for the last Twenty-one Years; distinguishing each Year.

				Amount of Drawback paid in Great Britain on British Manufactured Silk Exported.		
				£.	s.	d.
Year	1800	-	-	40,121	15	2 $\frac{1}{4}$
	1801	-	-	38,236	2	1 $\frac{1}{2}$
	1802	-	-	32,605	17	5 $\frac{1}{4}$
	1803	-	-	20,138	13	— $\frac{3}{4}$
	1804	-	-	20,967	8	1 $\frac{1}{2}$
	1805	-	-	22,393	15	6 $\frac{1}{2}$
	1806	-	-	26,297	—	5 $\frac{1}{4}$
	1807	-	-	31,450	17	10 $\frac{1}{4}$
	1808	-	-	27,690	15	2
	1809	-	-	23,585	19	3 $\frac{1}{4}$
	1810	-	-	27,566	14	10 $\frac{1}{2}$
	1811	-	-	15,929	15	4 $\frac{1}{4}$
	1812	-	-	15,581	17	10 $\frac{1}{2}$
	1813	-	-	13,911	1	3 $\frac{1}{2}$
	1814	-	-	28,825	15	11
	1815	-	-	35,404	13	6 $\frac{1}{4}$
	1816	-	-	34,038	2	3 $\frac{1}{4}$
	1817	-	-	24,993	12	7
	1818	-	-	28,517	4	4 $\frac{1}{4}$
	1819	-	-	28,185	—	7 $\frac{1}{2}$
	1820	-	-	29,243	16	8 $\frac{1}{2}$

Custom-House, London, }
23d May 1821.

WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (C.) - - - - -

AN ACCOUNT of the Importation of Wines of all Descriptions, distinguishing the Countries

YEARS.	QUANTITIES IMPORTED											
	Of France.			Of Spain.			Of the Canaries.			Of Portugal.		
	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.
1785 - - -	470	1	41	2,769	3	8	65	2	35	12,171	-	6 $\frac{1}{2}$
1786 - - -	475	2	16	3,139	3	11	69	1	44	11,770	1	37
1787 - - -	2,127	3	20	4,216	-	16	83	2	39	16,087	-	13
1788 - - -	1,445	1	45	4,701	3	7	118	-	46	18,039	3	27
1789 - - -	1,114	3	26	3,999	-	14	27	2	48	19,839	1	35
1790 - - -	1,101	2	52	4,868	3	-	139	1	50	21,431	3	22
1791 - - -	1,137	-	43	6,519	3	11	77	1	62	23,606	-	17
1792 - - -	1,617	1	9	5,395	-	20	158	1	27	26,938	3	23
1793 - - -	1,590	-	11	4,363	2	47	57	-	37	15,629	2	9
1794 - - -	757	3	25	6,160	1	25	186	1	24	22,229	3	40
1795 - - -	1,347	2	49	8,088	3	62	136	-	38	25,286	2	1
1796 - - -	1,809	3	38	6,092	2	18	122	1	38	15,017	2	58
1797 - - -	850	-	2	2,259	-	57	1	1	45	12,420	2	14
1798 - - -	1,577	-	49	3,571	1	30	434	1	15	16,956	3	11
1799 - - -	1,662	-	61	6,676	3	15	-	-	-	24,300	1	10
1800 - - -	2,078	1	15	8,354	3	15	55	-	12	20,738	-	47
1801 - - -	2,506	3	36	6,335	3	61	37	1	40	28,669	1	27
1802 - - -	1,236	1	61	5,325	1	58	137	3	21	22,023	-	7
1803 - - -	1,445	-	9	6,871	2	56	113	3	61	27,682	3	53
1804 - - -	1,425	3	-	6,646	3	29	199	1	59	9,849	2	3
1805 - - -	2,593	1	5	9,393	2	25	229	-	53	20,003	-	61
1806 - - -	5,393	1	40	8,264	3	1	537	3	47	19,848	1	38
1807 - - -	5,438	1	33	7,640	3	28	608	-	46	23,914	1	62
1808 - - -	7,838	-	58	11,986	2	8	1,683	1	28	22,093	-	16
1809 - - -	13,105	-	33	10,939	-	46	1,659	-	12	20,578	1	61
1810 - - -	4,117	-	52	10,168	1	21	1,563	3	44	27,360	-	39
1811 - - -	3,441	2	57	4,541	3	22	1,139	3	51	9,260	2	19
1812 - - -	5,100	1	7 $\frac{1}{4}$	8,068	2	24	2,266	2	33 $\frac{3}{4}$	15,007	3	28
1814 - - -	3,902	3	32 $\frac{1}{4}$	5,635	1	58 $\frac{1}{4}$	2,039	-	44 $\frac{1}{2}$	15,498	-	48 $\frac{3}{4}$
1815 - - -	2,116	1	17 $\frac{1}{4}$	5,148	-	38	2,327	3	41 $\frac{1}{2}$	16,913	-	60
1816 - - -	1,612	-	46 $\frac{2}{3}$	3,392	2	15	835	-	3	8,215	-	35 $\frac{2}{3}$
1817 - - -	802	2	17 $\frac{2}{3}$	4,796	2	7 $\frac{2}{3}$	1,132	2	40	14,125	1	36 $\frac{2}{3}$
1818 - - -	1,798	2	6	6,935	1	16 $\frac{2}{3}$	1,762	1	34	17,944	2	4 $\frac{2}{3}$
1819 - - -	1,543	3	30 $\frac{1}{2}$	4,363	2	56	1,578	-	54 $\frac{3}{4}$	10,311	1	24 $\frac{3}{4}$
1820 - - -	1,090	3	30 $\frac{1}{4}$	4,302	3	48 $\frac{1}{16}$	1,071	1	15 $\frac{7}{16}$	10,599	1	24 $\frac{1}{8}$

Note:—THE Records of the Year 1813 were destroyed by Fire.

Custom House, London.

Appendix (C.)

from which they came, from the Year 1785 to the present Time; distinguishing each Year.

INTO GREAT BRITAIN,

Of Madeira.			Of the Rhine.			Of the Cape of Good Hope.			Of all other Sorts.			TOTAL Of all Sorts.		
Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.
613	2	26	133	3	47	-	-	-	62	3	21	16,287	-	58 $\frac{1}{2}$
526	2	9	187	3	52	-	-	-	73	1	10	16,242	3	53
578	1	41	177	2	32	-	-	-	54	-	61	23,324	3	33
1,074	2	13	138	2	27	-	-	-	42	2	13	25,560	3	52
1,174	1	12	117	-	6	-	-	-	27	1	45	26,299	2	60
1,464	3	45	122	1	26	-	-	-	15	3	7	29,144	3	13
1,623	2	58	128	1	40	-	-	-	22	2	54	33,115	1	33
1,252	-	42	139	1	1	-	-	-	24	3	55	35,525	3	51
1,007	3	-	110	2	27	-	-	-	30	-	35	22,788	3	40
783	2	10	129	1	37	-	-	-	12	-	30	30,259	2	2
699	3	52	36	-	1	-	-	-	13	2	40	35,608	3	54
501	1	23	54	-	12	-	-	-	95	1	39	23,693	1	37
287	3	-	48	1	15	-	-	-	37	1	23	15,904	2	30
659	-	17	61	3	56	-	-	-	27	-	60	23,287	3	49
671	-	41	92	3	45	-	-	-	16	1	24	33,419	3	7
967	2	42	119	2	18	-	-	-	18	3	3	32,332	1	26
1,177	-	54	105	3	45	-	-	-	60	2	10	38,893	1	21
1,497	3	38	114	2	4	-	-	-	71	3	53	30,407	-	53
1,564	-	1	58	-	42	-	-	-	177	2	29	37,913	1	62
1,075	-	40	34	3	2	-	-	-	188	-	58	19,419	3	2
1,101	3	41	121	-	56	-	-	-	20	3	3	33,463	-	55
1,605	2	61	103	1	57	-	-	-	156	2	-	35,910	-	55
1,981	3	32	44	-	59	-	-	-	161	3	21	39,789	3	29
2,790	-	50	6	2	8	-	-	-	746	-	7	47,143	3	49
2,902	1	44	43	2	5	-	-	-	535	-	5	49,762	3	17
2,353	1	24	133	1	9	-	-	-	1,362	2	25	47,058	3	25
1,518	-	33	10	-	39	-	-	-	874	3	35	20,787	1	4
2,035	2	47 $\frac{1}{2}$	23	1	30 $\frac{1}{4}$	40	2	56	2,539	-	42 $\frac{1}{2}$	35,082	1	17 $\frac{1}{2}$
2,018	2	50 $\frac{1}{4}$	126	3	56 $\frac{1}{2}$	349	3	55	1,894	1	5 $\frac{1}{2}$	31,465	2	36
1,826	-	11 $\frac{1}{2}$	140	3	18 $\frac{1}{2}$	1,512	1	4	889	1	19	30,874	-	20 $\frac{3}{4}$
1,512	1	3 $\frac{1}{2}$	121	2	42 $\frac{1}{2}$	1,631	2	21 $\frac{2}{3}$	897	3	15 $\frac{1}{2}$	18,218	-	57 $\frac{1}{2}$
1,270	2	58 $\frac{1}{2}$	85	-	28 $\frac{1}{2}$	4,218	-	29	641	3	35 $\frac{2}{3}$	27,073	-	1 $\frac{2}{3}$
2,316	2	47 $\frac{2}{3}$	153	2	62 $\frac{2}{3}$	3,648	-	15 $\frac{3}{4}$	1,204	1	12	35,763	2	9 $\frac{2}{3}$
2,922	-	28 $\frac{1}{2}$	120	1	60 $\frac{2}{3}$	1,648	3	19 $\frac{1}{2}$	919	2	11 $\frac{2}{3}$	23,408	-	33 $\frac{1}{2}$
2,617	1	61 $\frac{1}{2}$	130	1	58 $\frac{1}{10}$	1,925	-	60 $\frac{1}{2}$	1,044	3	8 $\frac{2}{3}$	22,782	1	55 $\frac{1}{10}$

WILLIAM IRVING,
 Inspector General of the Imports and Exports
 of Great Britain.

Appendix (D.)

AN ACCOUNT OF ALL WINES RE-EXPORTED FROM THIS

YEARS.	QUANTITIES EXPORTED			
	Of France.	Of Spain.	Of the Canaries.	Of Portugal.
	Tuns. H. G.	Tuns. H. G.	Tuns. H. G.	Tuns. H. G.
1786 -	222 - 30	210 2 1	2 - 52	966 - 3
1787 -	257 2 46	905 3 13	6 2 13	484 - 36
1788 -	344 2 42	535 1 21	1 3 13	476 - 41
1789 -	622 - 51	454 1 58	8 2 12	441 2 57
1790 -	255 3 14	619 2 29	10 - 56	565 1 8
1791 -	300 3 29	1,177 3 16	4 - 46	583 3 44
1792 -	337 2 59	170 1 43	11 3 40	611 1 58
1793 -	512 2 40	795 - 7	20 - 45	569 3 3
1794 -	604 1 20	466 1 56	6 - 21	795 - 37
1795 -	1,029 2 8	420 1 48	3 2 57	709 1 48
1796 -	1,439 3 1	743 2 5	- 3 1	1,160 2 41
1797 -	723 1 10	246 - 6	3 2 7	935 3 60
1798 -	1,319 - 50	426 - 6	- - 29	1,095 3 44
1799 -	1,481 - 51	347 - 62	- - 10	1,157 3 5
1800 -	1,857 1 2	501 1 26	- - 14	1,054 2 7
1801 -	1,778 1 60	333 - 46	22 - 19	1,344 2 23
1802 -	729 - 23	410 2 59	7 3 1	1,332 2 11
1803 -	890 3 17	590 2 10	2 3 48	938 2 21
1804 -	1,387 1 8	515 3 23	34 3 34	1,175 2 41
1805 -	1,466 1 21	510 1 22	16 1 52	1,076 - 3
1806 -	5,273 - 61	1,767 1 36	136 1 39	1,322 - 22
1807 -	5,294 - 27	1,842 3 2	233 - 9	862 - 42
1808 -	6,380 3 60	1,163 1 56	420 - 32	958 3 37
1809 -	9,481 2 54	2,109 - 58	661 3 53	1,494 3 52
1810 -	5,636 1 29	3,890 2 52	535 2 10	1,635 3 41
1811 -	2,061 2 53	1,404 3 22	247 3 8	1,294 2 52
1812 -	2,770 2 14	1,126 3 9	244 - 46	1,464 - 36
1814 -	6,026 3 28	1,687 1 20	641 - 24	1,746 1 30
1815 -	1,354 1 2	1,281 3 59	842 2 53	1,307 3 11
1816 -	1,210 1 40	865 1 42	667 3 19	1,102 1 3
1817 -	717 1 19	676 1 15	707 2 15	878 - 38
1818 -	527 - 17	702 2 19	420 2 3	836 - 23
1819 -	482 3 50	749 2 52	442 3 38	823 - 47
1820 -	459 2 43	993 3 25	602 - 50	1,005 3 5

Note:—THE Records of the Year 1813 were destroyed by Fire.

Custom House, London,
23d May 1821.

WILLIAM IRVING
Inspector General of the Imports
of Great Britain.

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Appendix (D.)

COUNTRY, FROM THE YEAR 1785 TO THE YEAR 1820, INCLUSIVE.

FROM GREAT BRITAIN.

Of Madeira.			Of the Rhine.			Of the Cape of Good Hope.			Of all other Sorts.			TOTAL Of all Sorts.		
Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.
94	-	25	44	2	6	-	-	-	2	3	6	1,542	-	60
52	-	28	24	1	18	-	-	-	3	3	52	1,734	2	17
167	1	12	36	2	60	-	-	-	4	-	50	1,566	-	50
105	3	60	30	3	6	-	-	-	3	2	37	1,667	1	29
153	-	33	24	-	59	-	-	-	1	3	40	1,630	-	50
224	-	40	15	-	53	-	-	-	1	1	37	2,307	2	13
301	1	16	73	2	27	-	-	-	1	3	43	1,508	1	34
143	-	44	33	-	56	-	-	-	-	1	56	2,074	1	62
334	2	40	29	2	34	-	-	-	3	2	40	2,239	3	59
116	2	62	31	3	16	-	-	-	-	-	33	2,311	3	20
128	-	19	52	-	35	-	-	-	8	1	59	3,533	1	35
79	1	48	27	-	26	-	-	-	84	1	19	2,099	2	50
52	2	32	37	3	26	-	-	-	9	1	54	2,941	-	52
64	2	12	45	-	8	-	-	-	143	2	58	3,239	2	7
62	-	35	47	-	38	-	-	-	536	2	24	4,059	-	20
88	-	35	41	-	35	-	-	-	411	2	57	4,019	1	23
118	-	33	35	3	26	-	-	-	17	-	5	2,651	-	32
82	2	8	21	1	49	-	-	-	11	-	14	2,537	3	41
186	2	36	28	1	35	-	-	-	288	1	22	3,617	-	10
66	-	50	41	-	6	-	-	-	127	2	16	3,303	3	44
124	2	28	38	3	17	-	-	-	83	3	25	8,746	1	39
210	1	41	31	2	33	-	-	-	18	2	41	8,492	3	6
494	3	29	14	2	11	-	-	-	155	1	26	9,588	-	62
568	1	31	6	-	61	-	-	-	178	2	54	14,501	-	48
427	-	52	21	1	36	-	-	-	582	3	3	12,729	3	34
383	1	36	33	2	33	-	-	-	497	3	6	5,923	3	21
373	-	33	23	1	35	-	-	-	714	-	23	6,716	1	7
489	1	25	17	2	9	13	1	22	1,216	3	18	11,838	2	50
324	3	48	27	-	61	41	1	52	674	2	34	5,855	-	5
276	3	44	23	2	61	199	1	54	817	2	52	5,163	3	-
248	1	38	25	-	29	483	-	1	721	3	39	4,457	3	5
277	2	60	40	-	3	566	1	25	651	1	2	4,021	2	26
426	1	43	10	-	48	329	2	5	578	1	-	3,843	-	31
624	3	39	10	3	33	344	3	58	582	3	15	4,625	-	16

WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain.

Appendix (E.)

AN ACCOUNT of the Quantity of Foreign Wines which have paid the Duties of Excise, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and the amount of Duty in each Year. (So far as relates to England.)

		FRENCH.		NOT FRENCH.		AMOUNT of DUTY.		
		Tuns.	Gallons.	Tuns.	Gallons.	£.	s.	d.
YEARS ended 5th July	1786	—	—	—	—	—	—	—
	1787	850	102 $\frac{1}{2}$	14,164	192	245,978	—	3
	1788	2,133	181 $\frac{1}{2}$	23,539	144	318,212	7	3 $\frac{1}{4}$
	1789	1,025	132	21,621	129	275,699	11	8 $\frac{1}{2}$
	1790	933	95	23,644	191	298,173	4	6 $\frac{1}{2}$
	1791	894	225	28,373	246	353,799	1	4 $\frac{1}{2}$
	1792	1,290	140	29,705	167	376,682	9	1 $\frac{1}{2}$
	1793	1,090	167	24,974	67	316,725	19	2
	1794	598	143	25,897	119	319,058	4	9 $\frac{1}{2}$
	1795	617	24	25,966	159	320,166	17	11 $\frac{1}{2}$
	Stock in hand	953	123	14,671	145	322,036	6	4
	1796	725	239	22,013	154	742,073	16	3 $\frac{1}{2}$
	Stock in hand	711	51	18,122	151	383,788	4	1
	1797	435	13	15,003	210	500,070	16	6 $\frac{3}{4}$
	1798	496	243	18,645	219	619,129	13	7 $\frac{1}{2}$
	1799	533	213	18,553	7	617,835	2	4 $\frac{3}{4}$
	1800	720	149	29,044	105	961,674	4	8
	1801	1,097	40	27,198	4	925,143	17	9
	1802	1,028	112	24,186	141	821,678	14	8
	1803	910	—	30,619	2	1,020,882	11	3
	Stock in hand	933	38	18,611	104	250,133	7	5
	1804	382	135	18,879	7	927,356	19	5 $\frac{3}{4}$
	Stock in hand	786	58	15,778	4	134,811	1	1
	1805	683	97	17,787	75	916,518	5	8 $\frac{1}{2}$
	1806	1,043	237	22,573	248	1,267,875	9	11 $\frac{3}{4}$
	1807	992	122	22,042	46	1,234,592	14	10
	1808	1,037	73	23,960	120	1,338,719	17	2 $\frac{1}{2}$
	1809	852	109	21,816	193	1,211,967	6	5 $\frac{1}{2}$
	1810	1,094	69	25,175	107	1,406,417	1	8 $\frac{1}{4}$
	1811	638	234	22,201	246	1,215,507	11	— $\frac{1}{2}$
	1812	566	77	19,404	238	1,065,159	3	5 $\frac{1}{2}$
	1813	1,154	68	17,500	74	1,017,061	13	4
	Stock in hand	707	8	—	—	44,543	1	3
	1814	525	7	19,061	242	1,065,223	14	2 $\frac{1}{2}$
	1815	1,554	144	22,207	175	1,277,481	9	9 $\frac{1}{2}$
	1816	915	238	17,210	234	943,987	12	2 $\frac{1}{4}$
	1817	650	33	18,105	228	928,473	12	4 $\frac{1}{4}$
	1818	1,018	144	22,650	206	1,195,427	16	6
	1819	1,052	235	20,518	130	1,085,500	8	2 $\frac{1}{2}$
	1820	979	215	17,884	81	949,328	14	8 $\frac{1}{2}$
	From 5th July 1820 to 5th Jan. 1821	445	78	9,590	158	505,024	10	3 $\frac{1}{4}$

Note:—IT is not practicable to make any Return from this Office for the year 1786, as the Excise Duty on Wine did not commence till the 5th July in that year.

Excise Office, London, }
4th June 1821. }

J. HODGSON, Acco^t Gen^l.

Appendix (F.)

AN ACCOUNT of the Quantity of Foreign Wines upon which a Drawback has been paid, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and amount of Drawback in each Year. (So far as relates to England.)

	FRENCH.		NOT FRENCH.		AMOUNT of DRAWBACK.
	Tuns.	Gallons.	Tuns.	Gallons.	
					£. s. d.
1786	—	—	—	—	—
1787	56	40	569	109	7,836 13 5
1788	324	133	1,203	121	13,696 10 1
1789	295	59	1,330	182	15,227 16 1
1790	229	75	1,043	52	9,899 15 7
1791	240	105	1,934	125	16,963 9 6
1792	301	83	1,341	41	15,836 9 10
1793	229	170	875	112	9,219 11 7
1794	279	48	1,326	63	15,147 16 6
1795	159	48	1,210	194	11,245 2 3
1796	563	159	1,458	137	61,415 10 11
1797	503	119	1,568	196	65,794 3 2
1798	343	2	1,179	71	45,300 11 9
1799	371	27	1,465	53	64,881 11 3
1800	440	181	1,138	187	54,638 14 2
1801	563	248	1,557	36	63,650 — 7
1802	549	54	1,842	106	71,904 9 7
1803	265	145	1,491	175	54,943 19 7
1804	305	177	1,292	233	73,566 6 5
1805	460	12	1,391	26	102,338 12 11
1806	457	110	1,044	206	93,099 13 11
1807	404	124	804	107	78,814 5 6
1808	347	53	736	214	61,991 19 1
1809	403	127	634	43	53,109 13 10
1810	367	47	627	71	65,160 3 10
1811	388	145	592	87	61,054 10 9
1812	259	123	666	159	49,882 3 2
1813	447	22	592	182	67,636 9 5
1814	347	235	711	22	74,659 19 4
1815	379	49	727	57	67,585 6 8
1816	391	123	795	141	68,761 6 1
1817	249	123	620	83	49,084 8 3
1818	219	11	609	23	46,118 16 8
1819	212	232	533	242	41,357 14 3
1820	248	199	413	1	38,062 18 3
From 5th July 1820 to 5th Jan. 1821	120	23	218	8	18,977 13 8

YEARS

ended

5th July

Note:—IT is not practicable to make any Return from this Office for the year 1786, as the Excise Duty on Wine did not commence till the 5th July in that year.

Excise Office, London, }
4th June 1821. }

J. HODGSON, Acco^t Gen^l.

Appendix (G.)

AN ACCOUNT of the Quantity of Home-made Wines which have paid the Duty of Excise, for the last Fifteen Years; distinguishing the Quantity and Amount in each Year.

				QUANTITY.		AMOUNT.
				Barrels.	Gallons.	
						£. s. d.
YEARS ended 5th July	}	-	-	1806	-	29,139 11 — $\frac{1}{2}$
				1807	-	24,968 18 5 $\frac{1}{2}$
				1808	-	29,281 6 2 $\frac{1}{2}$
				1809	-	33,564 16 3
				1810	-	28,589 18 4
				1811	-	30,388 1 7
				1812	-	17,405 18 11 $\frac{1}{2}$
				1813	-	29,928 15 8 $\frac{1}{2}$
				1814	-	28,683 6 6 $\frac{1}{2}$
				1815	-	26,583 12 5 $\frac{1}{2}$
				1816	-	13,857 7 7 $\frac{1}{2}$
				1817	-	6,214 11 8 $\frac{1}{2}$
				1818	-	14,216 — 10 $\frac{1}{2}$
				1819	-	15,417 — 5 $\frac{1}{2}$
				1820	-	7,224 — 1
From 5th July 1820 to 5th January 1821				-	-	1,805 7 11 $\frac{1}{2}$

Excise Office, London, }
4th June 1821.

J. HODGSON, Acco^t Gen^l.

Appendix (H).

EXCISE, SCOTLAND.

AN ACCOUNT of the Quantity of Home-made Wines which have paid the Duty of Excise, for the last Fifteen Years ; distinguishing the Quantity and amount of Duty in each Year.

				HOME MADE WINES.		DUTY.		
				Barrels.	Gallons.			
						£.	s.	d.
YEARS ended 5th July	{	- - -	1806	11	8	27	1	3
			1807	13	-	31	17	—
			1808	10	-	24	10	—
			1809	32	28	80	10	10 $\frac{1}{2}$
			1810	13	15 $\frac{3}{4}$	33	1	6
			1811	34	27	85	8	8 $\frac{1}{2}$
			1812	44	8	108	8	3
			1813	116	29 $\frac{1}{4}$	286	9	6
			1814	89	11 $\frac{3}{4}$	218	19	1
			1815	188	17 $\frac{1}{4}$	462	13	1 $\frac{3}{4}$
			1816	64	2	156	19	3 $\frac{1}{2}$
			1817	55	-	134	15	—
			1818	44	30	73	8	3 $\frac{1}{4}$
			1819	72	-	153	10	8
			1820	17	1	27	16	5

Excise Office, Edinburgh,
1st June 1821.

Hugh Murray, Accomptant.
James Dundas, Acc^t Gen^l.
D. Murray, D. Compt^r.

Fred. Fotheringham.
John Douglas.
Samuel Rose.

Appendix (I.) - - - - -

EXCISE, SCOTLAND. - - - - -

AN ACCOUNT of the Quantity of Foreign Wines which have paid the Duties of Excise ; and also of distinguishing the Quantity and the amount of Duty or

				FOREIGN WINES WHICH HAVE PAID			
				French.	Cape of Good Hope.	All other Wines.	
				Gallons.	Gallons.	Gallons.	
YEARS ended 5th July	}	-	-	1787 - - -	36,015 $\frac{3}{4}$	- - -	259,323
				1788 - - -	100,927	- - -	468,819
				1789 - - -	51,095	- - -	370,539
				1790 - - -	69,682 $\frac{1}{2}$	- - -	433,574 $\frac{5}{8}$
				1791 - - -	86,787	- - -	548,575 $\frac{1}{4}$
				1792 - - -	55,255 $\frac{1}{2}$	- - -	543,685 $\frac{1}{2}$
				1793 - - -	39,944 $\frac{1}{2}$	- - -	473,437
				1794 - - -	19,846	- - -	418,793 $\frac{1}{2}$
				1795 - - -	3,927 $\frac{4}{10}$	- - -	313,087
				1796 - - -	10,950 $\frac{6}{10}$	- - -	463,359 $\frac{2}{10}$
				1797 - - -	13,190 $\frac{4}{10}$	- - -	354,474 $\frac{4}{10}$
				1798 - - -	7,605	- - -	278,429
				1799 - - -	11,096	- - -	458,223 $\frac{5}{10}$
				1800 - - -	14,236 $\frac{4}{10}$	- - -	638,595 $\frac{6}{10}$
				1801 - - -	10,451 $\frac{7}{10}$	- - -	356,205 $\frac{1}{10}$
				1802 - - -	15,270 $\frac{4}{10}$	- - -	538,278
				1803 - - -	32,996 $\frac{8}{10}$	- - -	629,085 $\frac{8}{10}$
				1804 - - -	3,156 $\frac{2}{10}$	- - -	287,105 $\frac{3}{10}$
				1805 - - -	8,546 $\frac{4}{10}$	- - -	320,368
				1806 - - -	9,086 $\frac{8}{10}$	- - -	354,000
				1807 - - -	12,694 $\frac{8}{10}$	- - -	409,554 $\frac{1}{10}$
				1808 - - -	13,820 $\frac{17}{10}$	- - -	368,459 $\frac{3}{10}$
				1809 - - -	12,874	- - -	344,069 $\frac{1}{10}$
				1810 - - -	8,469 $\frac{3}{10}$	- - -	427,448 $\frac{17}{10}$
				1811 - - -	977 $\frac{2}{10}$	- - -	351,181 $\frac{2}{10}$
				1812 - - -	704	- - -	336,453 $\frac{8}{10}$
				1813 - - -	9,339 $\frac{6}{10}$	- - -	270,310 $\frac{6}{10}$
				1814 - - -	427 $\frac{8}{10}$	- - -	286,085 $\frac{2}{10}$
				1815 - - -	17,124 $\frac{2}{10}$	1,851	328,338
				1816 - - -	11,018	7,136	280,357
				1817 - - -	14,788 $\frac{4}{10}$	13,701	273,348 $\frac{3}{10}$
				1818 - - -	21,355 $\frac{2}{10}$	14,594	358,269 $\frac{2}{10}$
				1819 - - -	37,044 $\frac{8}{10}$	11,930	344,884 $\frac{6}{10}$
				1820 - - -	18,155	12,841	282,791 $\frac{6}{10}$

Excise Office, Edinburgh, }
1st June 1821.

Fred. Fotheringham.
John Douglas.
Samuel Rose.

Appendix (I.)

EXCISE, SCOTLAND.

the Quantity upon which a Drawback has been paid, from the Year 1785 to the Year 1820 inclusive;
Drawback in each Year. So far as relates to this Department.

THE DUTIES.			FOREIGN WINES EXPORTED.			
DUTY.			French.	Cape of Good Hope.	All other Wines.	TOTAL DRAWEACK.
£.	s.	d.	Gallons.	Gallons.	Gallons.	£. s. d.
19,571	13	4 $\frac{1}{2}$	-	-	19,324	1,107 9 3
29,237	14	2 $\frac{1}{2}$	8,409	-	33,410	1,816 17 10
21,119	6	—	6,809	-	28,758	1,480 10 8
25,410	4	9 $\frac{5}{8}$	5,938	-	41,104	1,904 14 7
32,052	8	5 $\frac{1}{4}$	4,976	-	67,604	2,881 3 8
29,588	—	6 $\frac{1}{2}$	6,065	-	55,755	2,422 8 3
25,186	3	9	5,945	-	51,837	2,270 4 6
21,182	2	9 $\frac{5}{8}$	3,603	-	53,037	2,350 10 6
44,058	1	10 $\frac{1}{4}$	1,514	-	26,207	1,312 10 5
60,739	3	11	1,718	-	61,959	4,328 17 4
66,281	10	2	2,969	-	62,573	5,634 13 11
36,693	15	10 $\frac{1}{4}$	2,169	-	57,525	6,460 15 —
60,113	5	4 $\frac{1}{4}$	5,215	-	72,310	9,438 17 11
83,631	5	5	3,056	-	46,195	5,939 11 9
47,319	1	8 $\frac{1}{2}$	3,300	-	45,523	5,879 16 5
71,475	14	2	3,096	-	65,497	7,946 1 11
104,908	3	2	843	-	47,487	5,735 3 6
59,844	18	6 $\frac{1}{2}$	374	-	29,394	4,607 18 4
69,379	4	4 $\frac{1}{2}$	181	-	45,200	7,359 10 11
76,672	18	5	480	-	33,533	6,500 17 1
89,264	7	2 $\frac{1}{4}$	848	-	19,654	3,932 15 5
81,055	15	8 $\frac{3}{4}$	341	-	11,953	2,457 18 10
75,702	6	3 $\frac{1}{4}$	90	-	12,564	2,570 1 —
91,680	17	2	240	-	14,978	2,611 5 1
73,466	1	9	72	-	11,839	2,339 8 8
70,313	1	7	81	-	10,096	1,802 9 10
64,325	2	9	46	-	11,548	2,280 1 7
59,841	16	6	1,057	-	10,890	2,536 5 11
73,847	19	8	364	-	14,757	3,048 11 —
62,326	18	6 $\frac{1}{4}$	411	-	12,165	2,439 5 10
62,489	12	2	537	34	9,868	2,117 13 7
82,281	18	7 $\frac{1}{2}$	984	-	12,401	2,677 7 6
84,178	16	—	517	37	11,803	2,477 — —
65,442	6	8 $\frac{3}{4}$	295	-	10,111 $\frac{6}{16}$	2,067 6 4

Note 1.—The Duties on Wine first came under Excise Survey from and after the 5th July 1786, by 26 Geo. 3, c. 89.

Note 2.—This Account includes the Duty on Wine, Stock in hand at the commencement of the several additional Duties in 1795, 1796, 1803, and 1804.

Hugh Murray, Accomptant.
James Dundas, Acc^t Gen^l.
D. Murray, D. Compt^r.

Appendix (K.)

IRELAND.

AN ACCOUNT of the Quantity of Home-made Wine which has paid the Duty of Excise for the last Fifteen Years; distinguishing the Quantity and amount of Duty in each Year.

PERIODS.				GALLONS.	DUTY.		
					£	s.	d.
Years ended 5th January 1807	-	-	-	—	—	—	—
Ditto - - - - 1808	-	-	-	—	—	—	—
Ditto - - - - 1809	-	-	-	—	—	—	—
Ditto - - - - 1810	-	-	-	—	—	—	—
Ditto - - - - 1811	-	-	-	—	—	—	—
Ditto - - - - 1812	-	-	-	1,024	182	—	—
Ditto - - - - 1813	-	-	-	—	—	—	—
Ditto - - - - 1814	-	-	-	946	168	2	8 $\frac{3}{4}$
Ditto - - - - 1815	-	-	-	—	—	—	—
Ditto - - - - 1816	-	-	-	86	6	16	10
Ditto - - - - 1817	-	-	-	—	—	—	—
Ditto - - - - 1818	-	-	-	—	—	—	—
Ditto - - - - 1819	-	-	-	—	—	—	—
Ditto - - - - 1820	-	-	-	—	—	—	—
Ditto - - - - 1821	-	-	-	—	—	—	—
				2,056	356	19	6 $\frac{3}{4}$

Appendix (L.)

IRELAND.

AN ACCOUNT of the Quantity of Foreign Wines, which have paid the Duties of Excise; and also of the Quantity upon which a Drawback has been paid, from the Year 1785 to the Year 1820, inclusive; distinguishing the Quantity and the amount of Duty or Drawback in each Year.

THERE is no Excise Duty chargeable on Foreign Wines in Ireland, nor consequently any Drawback of Excise payable; the Amount of Duties and Drawbacks on Foreign Wines will therefore be furnished by the Commissioners of Customs, under whose direction it is preparing.

Note:— ON three or four occasions since the Union, an additional Duty of Customs was imposed on the Importation of Foreign Wines into Ireland; and to place the Stock in the Merchant's Cellars, which had paid the old Duty, on an equality with the new Importations, such Stock was charged with an Excise equal to the additional Import Duty.

JA' VANCE,
Examiner of Excise's Office,
1st June 1821.

The Chief Commissioners of Excise,
&c. &c. &c.

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Appendix (M.)

AN ACCOUNT OF THE QUANTITY OF FOREIGN WINES

Which have paid the Duties of Customs; and also, of the Quantity upon which a Drawback has been paid, from the Year 1785 to 1820 inclusive; distinguishing the Quantity and the amount of Duty or Drawback in each Year.

Appendix (M.)

AN ACCOUNT of the Quantity of Foreign Wines which have paid the Duties of Customs;
inclusive; distinguishing the Quantity, and the

	YEARS.	Of France.			Of Spain.			Of The Canaries.			Of Portugal.		
		Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.
Quantities charged with Duty of Customs.	1814	994	2	49 $\frac{1}{4}$	3,974	—	51 $\frac{1}{4}$	962	3	10 $\frac{1}{2}$	15,867	—	46 $\frac{3}{4}$
	1815	1,220	2	36 $\frac{1}{4}$	3,758	2	12 $\frac{1}{2}$	896	2	56 $\frac{1}{2}$	12,391	3	61 $\frac{1}{2}$
	1816	834	3	24 $\frac{2}{3}$	3,417	1	60	745	1	39	10,339	—	59 $\frac{2}{3}$
	1817	844	2	1 $\frac{2}{3}$	4,033	1	49 $\frac{2}{3}$	820	1	56	13,733	2	— $\frac{2}{3}$
	1818	1,276	—	30 $\frac{2}{3}$	4,293	1	7 $\frac{2}{3}$	846	—	24	14,665	2	8 $\frac{2}{3}$
	1819	1,097	3	43 $\frac{1}{3}$	3,749	3	33 $\frac{2}{3}$	793	3	48	10,844	3	28 $\frac{1}{3}$
	1820	984	3	54 $\frac{2}{3}$	4,077	1	50 $\frac{1}{10}$	764	3	55 $\frac{7}{10}$	10,683	2	32
Amount of Customs Duty paid thereon.	1814	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
	1815	67,660	9	10	171,270	19	8	41,387	2	—	679,471	9	—
	1816	83,451	4	5	161,932	19	3	38,633	9	7	538,886	11	5
	1817	55,494	2	— $\frac{3}{4}$	147,164	2	— $\frac{3}{4}$	32,129	14	10	445,084	17	4 $\frac{3}{4}$
	1818	55,548	6	3 $\frac{3}{4}$	169,651	4	10	35,357	1	4	591,103	9	5 $\frac{3}{4}$
	1819	85,099	17	3 $\frac{1}{4}$	184,828	15	6	36,427	16	10	631,314	15	11
	1820	73,466	2	11 $\frac{1}{4}$	161,427	13	8 $\frac{1}{4}$	34,184	10	1 $\frac{1}{2}$	466,778	4	2 $\frac{1}{2}$
Quantities exported upon Allowance of Drawback.	1814	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
	1815	19,377	2	11 $\frac{3}{4}$	5,647	14	8 $\frac{1}{2}$	987	5	6 $\frac{3}{4}$	29,840	4	8
	1816	25,227	7	— $\frac{3}{4}$	5,472	13	9	659	12	— $\frac{1}{4}$	28,182	12	1 $\frac{3}{4}$
	1817	20,126	4	11 $\frac{1}{2}$	4,962	17	10 $\frac{3}{4}$	1,523	4	4 $\frac{1}{2}$	19,153	19	10 $\frac{3}{4}$
	1818	14,970	1	10 $\frac{3}{4}$	4,709	19	5	906	12	9 $\frac{3}{4}$	17,337	19	2 $\frac{1}{4}$
	1819	13,376	5	5	5,217	4	10	1,093	14	5 $\frac{1}{4}$	18,772	1	8 $\frac{1}{4}$
	1820	14,848	15	3 $\frac{1}{2}$	4,478	6	9 $\frac{1}{4}$	1,164	10	—	14,808	13	7 $\frac{1}{4}$
Amount of Drawback allowed thereon.	1814	16,107	1	2	3,712	8	7 $\frac{1}{4}$	1,277	12	10 $\frac{1}{2}$	14,372	8	6
	1815	342	1	2 $\frac{2}{3}$	141	—	46 $\frac{2}{3}$	24	3	29 $\frac{2}{3}$	762	1	29 $\frac{2}{3}$
	1816	427	1	14 $\frac{2}{3}$	139	1	43 $\frac{2}{3}$	16	2	28 $\frac{2}{3}$	715	—	31
	1817	338	1	46 $\frac{1}{3}$	127	3	52 $\frac{2}{3}$	38	2	60 $\frac{2}{3}$	423	3	42 $\frac{2}{3}$
	1818	251	3	47 $\frac{2}{3}$	122	—	51 $\frac{2}{3}$	23	2	7 $\frac{1}{3}$	449	1	18 $\frac{2}{3}$
	1819	224	2	50 $\frac{2}{3}$	135	1	12 $\frac{2}{3}$	27	3	32 $\frac{2}{3}$	488	3	57
	1820	249	1	39 $\frac{1}{3}$	115	1	9 $\frac{2}{3}$	29	3	25 $\frac{2}{3}$	381	2	2 $\frac{1}{3}$

Note:—FROM the destruction of the Records by Fire, the Particulars required by the above
for the last Seven Years, as the only Return that can be

Custom House, London, }
14th June 1821.

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Appendix (M.)

and also, of the Quantity upon which a Drawback has been paid, from the Year 1785 to 1820, amount of Duty or Drawback in each Year.

Of Madeira.			Of The Rhine.			Of The Cape of Good Hope.			Of All other Sorts.			TOTAL Of all Sorts.		
Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.
1,722	1	14 $\frac{1}{4}$	125	—	17 $\frac{1}{2}$	258	1	36	308	3	56 $\frac{1}{2}$	24,213	2	30
1,472	2	44 $\frac{1}{2}$	114	3	18 $\frac{1}{2}$	389	2	12	278	1	45	20,523	1	34 $\frac{3}{4}$
1,370	1	19 $\frac{1}{3}$	119	3	34 $\frac{2}{3}$	1,630	1	25 $\frac{2}{3}$	194	3	60 $\frac{4}{5}$	18,652	2	8
1,262	3	23 $\frac{1}{3}$	98	2	15 $\frac{1}{3}$	2,187	—	17	261	—	18 $\frac{2}{3}$	23,241	1	56 $\frac{1}{3}$
1,432	2	5 $\frac{2}{3}$	134	1	12 $\frac{2}{3}$	2,244	2	21 $\frac{1}{3}$	340	—	22	25,232	2	5 $\frac{3}{5}$
1,503	1	43 $\frac{1}{3}$	117	3	10 $\frac{1}{3}$	2,031	—	60 $\frac{4}{5}$	351	2	24 $\frac{2}{3}$	20,490	2	39 $\frac{2}{3}$
1,669	2	46 $\frac{1}{3}$	130	1	22 $\frac{3}{10}$	1,964	2	32 $\frac{2}{3}$	382	—	59 $\frac{2}{3}$	20,657	3	37 $\frac{9}{10}$
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
76,142	—	8	8,373	13	2	3,735	12	3	13,374	16	1	1,061,416	2	8
65,138	13	11	7,649	14	5	5,626	14	10	12,009	17	4	913,329	5	2
60,564	5	1 $\frac{3}{4}$	7,925	16	5 $\frac{3}{4}$	23,474	3	11	8,401	9	—	780,238	10	10 $\frac{1}{4}$
55,836	9	1 $\frac{1}{4}$	6,538	5	8	31,461	19	1	11,253	5	1	956,750	—	10 $\frac{3}{4}$
63,404	12	9	8,897	1	—	32,262	16	2 $\frac{1}{2}$	14,658	13	1 $\frac{3}{4}$	1,056,894	8	7 $\frac{1}{4}$
66,410	6	6 $\frac{3}{4}$	7,829	9	4	29,214	3	8	15,205	12	2	854,516	2	8 $\frac{1}{4}$
73,732	12	10 $\frac{1}{2}$	8,668	18	10 $\frac{1}{2}$	28,242	18	7	16,467	5	— $\frac{1}{2}$	860,800	15	7 $\frac{1}{2}$
Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.	Tuns.	H.	G.
47	1	52 $\frac{2}{3}$	19	3	1 $\frac{2}{3}$	—	1	12	33	—	34 $\frac{4}{5}$	1,353	1	20 $\frac{3}{5}$
65	3	44 $\frac{4}{5}$	25	2	36 $\frac{1}{3}$	2	—	3 $\frac{2}{3}$	11	—	37 $\frac{3}{5}$	1,403	—	50 $\frac{1}{5}$
52	—	34	18	—	58	1	2	12 $\frac{2}{3}$	9	—	16 $\frac{4}{5}$	1,080	—	7 $\frac{3}{5}$
35	3	14 $\frac{1}{3}$	22	1	61 $\frac{1}{3}$	10	—	17 $\frac{4}{5}$	11	—	45 $\frac{3}{5}$	926	2	12
30	3	40 $\frac{3}{5}$	28	2	26 $\frac{1}{3}$	5	—	41 $\frac{2}{3}$	11	2	48 $\frac{2}{3}$	953	—	57 $\frac{1}{5}$
27	—	51 $\frac{2}{3}$	10	2	33 $\frac{1}{3}$	34	1	43 $\frac{3}{5}$	8	3	28 $\frac{2}{3}$	857	—	44 $\frac{1}{5}$
35	3	35 $\frac{2}{3}$	7	3	7 $\frac{2}{3}$	35	2	61 $\frac{2}{3}$	9	3	25	852	3	36 $\frac{2}{3}$
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1,819	19	1 $\frac{3}{4}$	1,140	15	8 $\frac{1}{2}$	4	3	1	1,299	6	1	60,116	11	11 $\frac{1}{4}$
2,596	—	2 $\frac{1}{4}$	1,449	7	5	25	4	5	431	5	—	64,044	1	11 $\frac{1}{2}$
2,056	13	— $\frac{1}{4}$	1,049	14	5	19	19	4	353	2	2	49,245	16	1 $\frac{1}{2}$
1,412	17	3	1,316	16	3	131	19	7	433	—	3	41,219	6	7 $\frac{3}{4}$
1,222	7	7 $\frac{1}{4}$	1,610	2	9	66	—	4	461	9	4	41,819	6	4 $\frac{1}{4}$
1,050	16	2 $\frac{1}{4}$	632	7	3	477	7	9 $\frac{1}{2}$	342	1	5	37,802	18	4 $\frac{1}{4}$
1,440	18	8 $\frac{1}{4}$	473	1	5	492	7	11	395	5	4	38,271	4	6

Order cannot be stated for the Years previous to 1814; and the Account is therefore submitted furnished in obedience to their Lordships Order.

WILLIAM IRVING,
Inspector General of the Imports and Exports
of Great Britain

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7. Foreign Trade of the Country. 1821.—Report from Committee of the House of Lords on the Means of Extending and Securing the Foreign Trade of the Country, &c.; dated June 28, 1821. (703.) - - - Sess. Vol. VII. p. 421.

(Silk and Wine Trade.)

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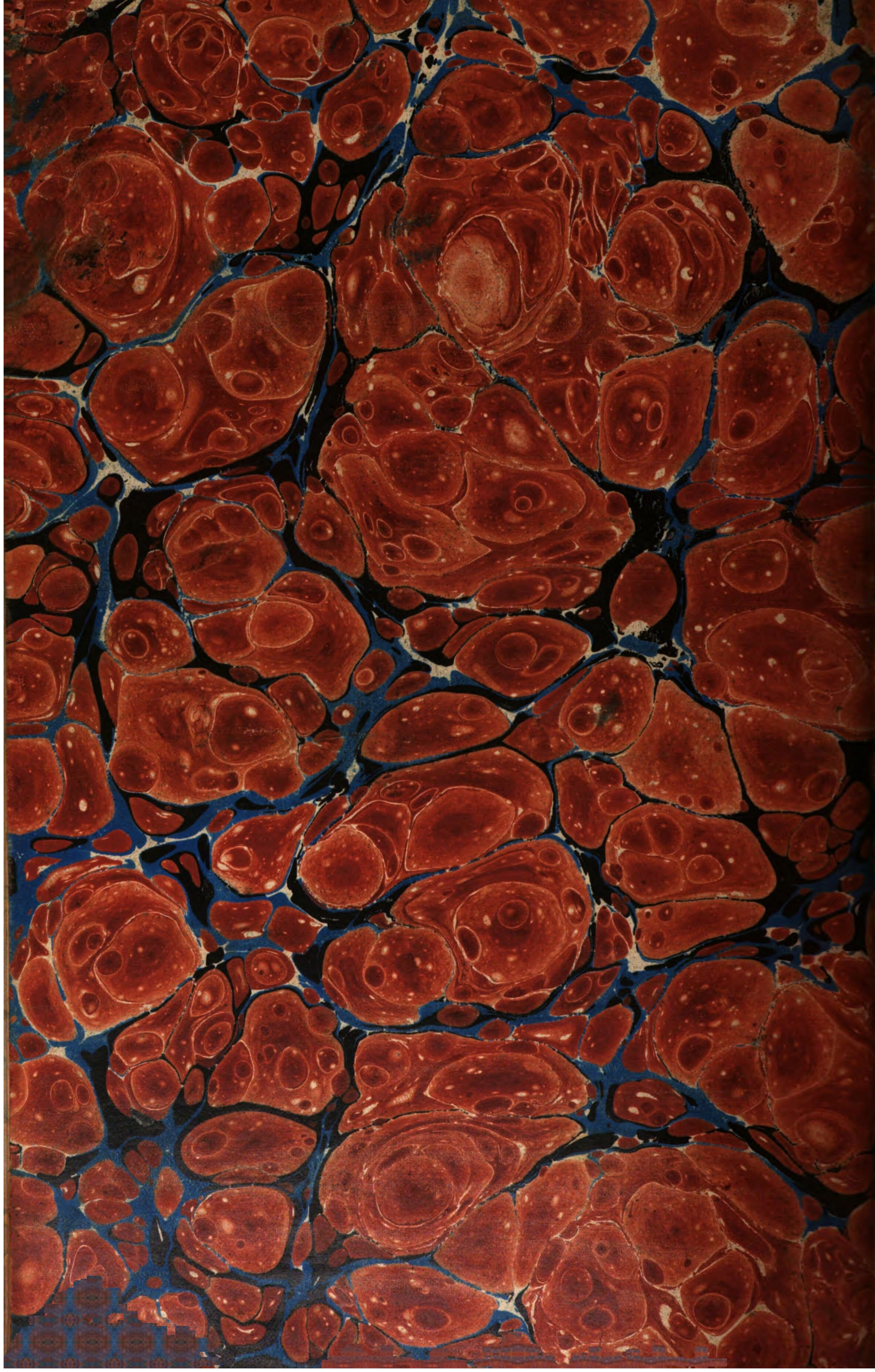
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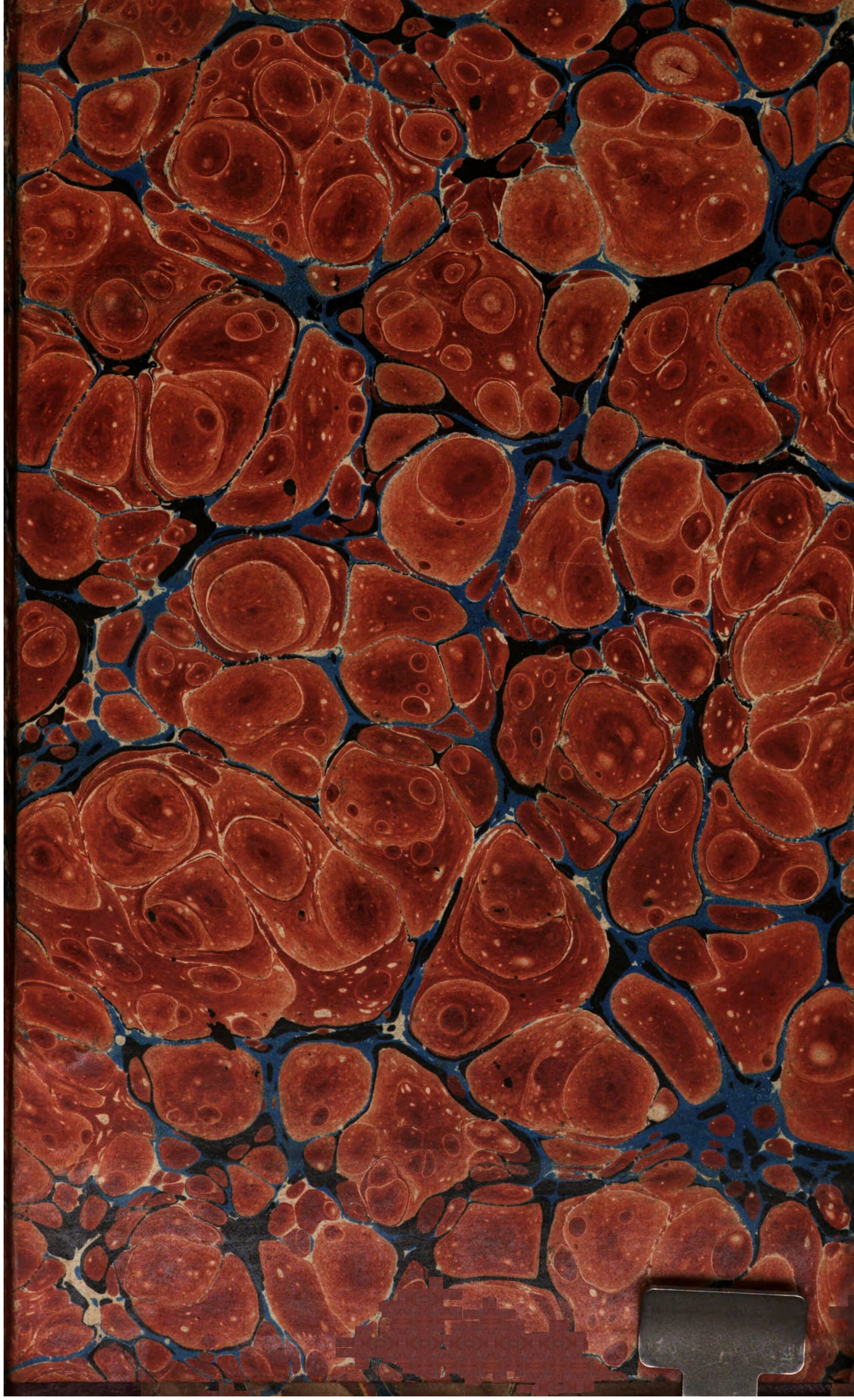
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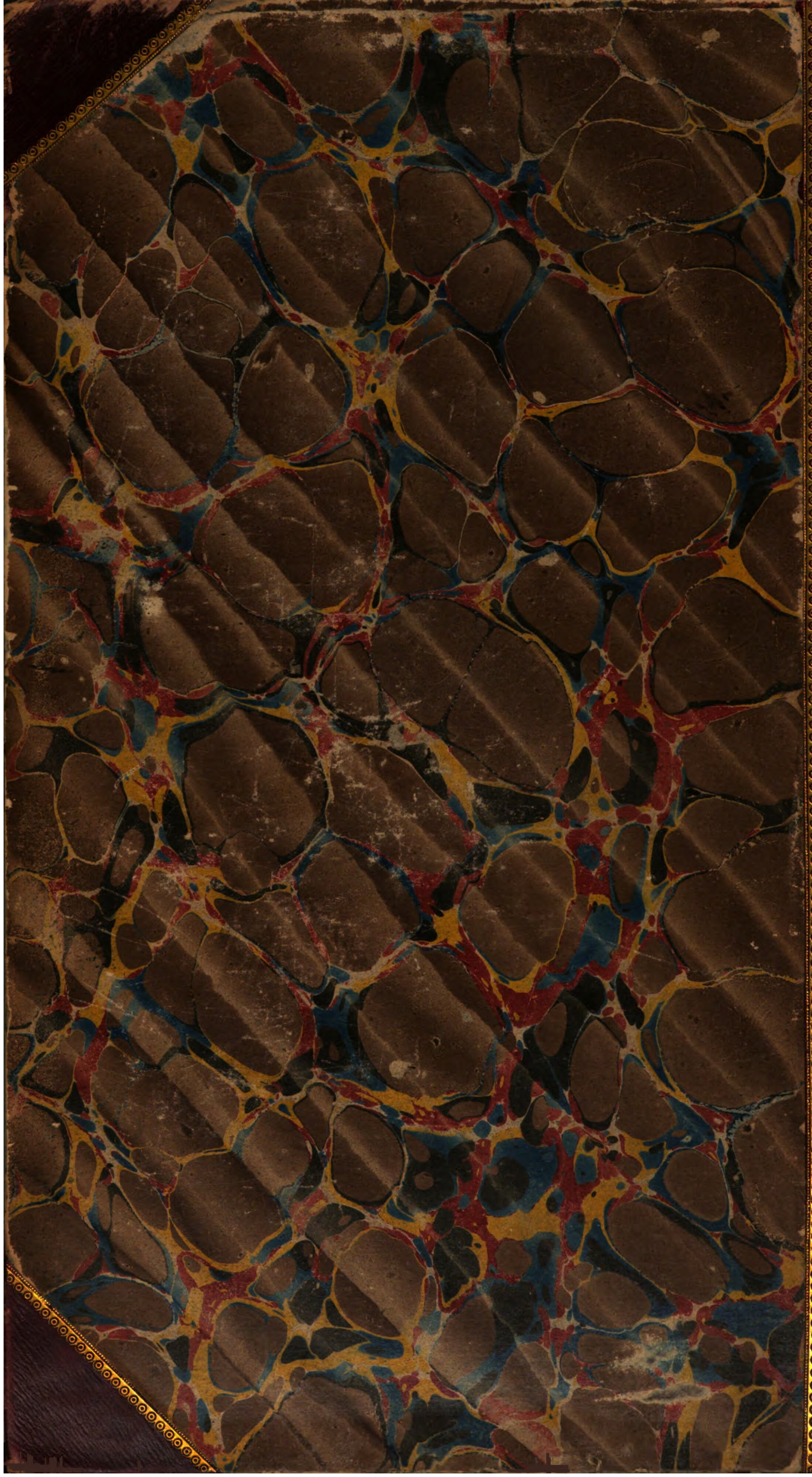
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